



**FY 2016-2017 LCTOP
Allocation Request**

Lead Agency Information

Name:	Shasta Regional Transportation Agency		
Address:	1255 East Street, Suite 202		
City, State, Zip Code:	Redding, CA 96001		
County:	Shasta	Regional Entity:	Shasta
Agency Website:	http://srta.ca.gov/	Approved Title VI (Date)*:	12/13/2016
Link to Agency's Approved Title VI Plan:	http://srta.ca.gov/DocumentCenter/Home/View/1014		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY16-17 LCTOP Allocation Request.

Allocation Request Prepared by

Name:	Brett Setterfield
Title:	Assistant Transportation Planner
Phone #:	(530) 262-6188
E-mail:	bsetterfield@srta.ca.gov

Contact (if different then "Prepared by")

Name:	Jennifer Pollom
Title:	Senior Transportation Planner
Phone #:	(530) 262-6195
E-mail:	jpollom@srta.ca.gov

Authorized Agent

Name:	Daniel S. Little
Title:	Executive Director
Phone #:	(530) 262-6191
E-mail:	dlittle@srta.ca.gov

Legislative District Numbers

Assembly*:	1			
Senate*:	1			
Congressional*:	1			

*if you have more Districts please provide an attachment

Project Information

Name:	Expansion of Express Services		
General Area (City/County):	Redding/Shasta		
Specific Area (Lat-Long, Census Tract, or Address) use separate sheet if needed:	40.583564, -122.392813 Census tracts: 06089010100, 06089010200, 06089010803		
Category (see EPC tab):	A5: Free or reduced-fare transit vouchers		
Description (Short): <i>Should not be more than 3 lines.</i>	The project is to provide free-fare days on the Crosstown Express, linking riders to the two transfer centers, along with the Redding Civic Auditorium.		
Type:	Service Improvements	Start date (anticipated):	10/16/2017
Sub-Type:	Transit vouchers	End date (anticipated):	6/30/2019
Completed LONP:	No	LONP Approval date:	N/A
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.			
Capital:		Operations:	12
Description - Describe the project using comprehensive overall project description regarding improvements to be made, increased level of service and project goals (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications).			



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Free-Fare days falls under category A5: Free or reduced fare transit vouchers. This project is designed to provide free-fare days for riders using the Crosstown Express. The operation of the service is funded with LCTOP funding. The route is the only transit bus service for the Redding Civic Auditorium, Turtle Bay Exploration Park, and Sundial Bridge. Crosstown Express is the only RABA route with a 30 minute headway and runs for approximately 8 service hours daily (from 8:20 AM to 12:20 PM & 2:50 PM to 6:50 PM) on weekdays. The route uses a Gillig diesel 35'-40' buses, which are the standard buses that Redding Area Bus Authority (RABA) has for fixed route use.

Project Information (continued)

<p>Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics)</p> <p>Crosstown Express is solely located in the city of Redding, in the center of the Redding, CA Urbanized Area (2010), connecting the downtown to the mall. Redding's city population is 91,582 (U.S. Census Bureau, Population Estimates Program (PEP), Updated annually. Population and Housing Unit Estimates) and the urban population is 118,789 (U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates).</p>
<p>Service - Describe the service you provide and how the project plays into your overall operations plan.</p> <p>SRTA is the lead agency for LCTOP, and once funds are approved, SRTA turns around and provides the funding to the Redding Area Bus Authority (RABA). RABA is the main transit agency in Shasta County. Their services include:</p> <ul style="list-style-type: none"> - Bus services: fixed route service, commuter service, and express service. Bus services are provided along fixed routes and stops, on fixed schedules. - Paratransit: for people with disabilities who are functionally unable to use fixed route service. - Burney Express: provided by the County of Shasta and operated by RABA. - Transit and Transfer Centers: connect the various regional and interregional bus routes and Amtrak.
<p>Service - Describe the fare structure for your system and how the project will affect that structure if at all.</p> <p>On non-free-fare days, the Crosstown Express will not change the fare structure below: Regular Fares: Base Fare (Ages 6-61) - \$1.50; Senior (62+)/Disabled/Midcare Base Fare - \$0.75; Children (under 6) - Free; Zone Change - \$0.75; Transfers - Free</p>
<p>Costs - Describe the assumptions and process for how the projects costs were developed.</p> <p>The \$270,105 in funding from LCTOP will cover 345 free ride days over the course of the project for the Crosstown Express.</p>
<p>Environmental Justice - Explain how your agency designed the project to avoid substantial burden on <i>any</i> low income disadvantaged community.</p> <p>The project was designed to provide better service between two economic, public service, and housing centers: downtown and the mall. The CalEnviroScreen 2.0 Population Characteristic Indicator for Poverty and the 2015 Regional Transportation Plan for Shasta County Low Resource Community analysis for poverty identify the Census Tract and Block Group around the Downtown Transit Center as one of the lower income areas of the region. The project avoided burden to the low income area by creating a direct service between two transfer centers.</p>
<p>Planning - Explain the planning process this project went through, including any public outreach/input, or workshops.</p> <p>Crosstown Express was identified as a potential project in RABA's Short Range Transit Plan (June 2014), outlining the opportunity to provide express service between two transfer centers. Subsequent annual Transit Needs Assessments (FY 2015-16 & FY 2016-17) performed by SRTA have identified direct service and express service between Mt. Shasta Mall, Redding Civic Auditorium, and Downtown Redding as a transit need (including several specific comments in FY 2016-17).</p>



**FY 2016-2017 LCTOP
Allocation Request**

Funding Information

Project Name:	Expansion of Express Services
Project Location:	Redding/Shasta

LCTOP Allocation Year	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
PUC 99313 Amount:	170204	\$78,764				\$248,968
PUC 99314 Amount:	14462	\$6,675				\$21,137
Total LCTOP Funds:	\$184,666	\$85,439	\$0	\$0	\$0	\$270,105
Other GGR Funds:		\$0				\$0
Other Funds:						\$0
Total Project Cost:	\$184,666	\$85,439	\$0	\$0	\$0	\$270,105

Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:	
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Lead Agency:	Shasta Regional Transportation Agency	Amount:	PUC Funds Type:
Contact Person:	Jennifer Pollom	\$78,764	99313
Contact Phone #:	(530) 262-6195		99314
Contact E-mail:	jpollom@srta.ca.gov		

Contributing Sponsor:	Redding Area Bus Authority	Amount:	PUC Funds Type:
Contact Person:	Brian F. Crane		99313
Contact Phone #:	530-225-4171	\$6,675	99314
Contact E-mails:	bcrane@ci.redding.ca.us		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 16-17 LCTOP Funding

\$85,439

<p>Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.</p> <p>Cottonwood Express ridership numbers were much lower than anticipated, forcing RABA & SRTA to discontinue the service, close-out the 2015-16 project, and shift the funds to the 2016-17 project for ease of handling and cohesiveness. Crosstown Express is a new service initiated with LCTOP funding, therefore, LCTOP funds do not supplant other funding sources.</p>

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Allocation Request**

Project Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions. For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.

Crosstown Express is a new service & only RABA service with 30-minute headways. It runs between two transfer centers thus making a more convenient transit option for all riders, including Bethel students who attend class at the Redding Civic Auditorium. As of July 1, 2017, this service was significantly enhanced to add service hours & coordinate with the Bethel Campus. Based on these changes and the RABA Short Range Transit Plan, ridership projections are expected to reach 4,600 trips annually.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanation/support for the data provided.

	Value	Explanation
Year 1 (Yr1) - <i>First year of service, or year that capital improvements will be completed.</i>	2017	Crosstown Express incentive program of free-ride days will begin on September 18, 2017.
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2018	The intent is to fund the service through June of 2018 with LCTOP funding.
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1</i>	4,600	10% increase over annual ridership on average of Crosstown Express thru first seven months of service.
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	4,600	10% increase over annual ridership on average of Crosstown Express thru first seven months of service.
Adjustment (A) - <i>Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.</i>	0.91	RABA's Short-Range Transit Plan lists 58% of riders without a driver's license and without a vehicle, and 33% of riders lacking one or the other.
Trip Length (L) - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>	6.57	RABA annual system performance data that divides "passenger miles" by "passengers."
Total Project VMTs Reduced	27,502	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	14.64	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	14.64	This number is calculated based on the values from above and the QM-Tool tab.



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Project Benefits (continued)

Transit Mode Share (increase mobility): Describe how this project will increase transit mode share (increase mobility).

The Crosstown Express serves as the only route to the tourist destinations of Turtle Bay Exploration Park and Sundial Bridge. The Crosstown Express is also the most direct route between the Downtown Transit Center and the Canby Transfer Center at the Mount Shasta Mall. Express service and transfer station connectivity would serve riders looking to connect between transit centers, utilize the economic areas of Downtown and Mt. Shasta Mall, and visit Turtle Bay/Sundial Bridge.

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|--|--|
| <input type="checkbox"/> Improved Safety | <input checked="" type="checkbox"/> Coordination with Educational Institution |
| <input type="checkbox"/> Improved Public Health | <input checked="" type="checkbox"/> College <input type="checkbox"/> Grades K-12 |
| <input type="checkbox"/> Reduced Operating/Maintenance Costs | <input type="checkbox"/> Promotes Active Transportation |
| <input type="checkbox"/> Increase System Reliability | <input type="checkbox"/> Promotes Integration w/ other modes of Transportation |
| <input type="checkbox"/> Other Benefits | |

Co-Benefits - Describe benefits indicated above and other benefits not listed.

The Crosstown Express route serves riders commuting between Canby Road Transfer Center (with access to Mt. Shasta Mall, Hilltop Drive hotels, and numerous shops/restaurants) and the Downtown Transfer Center (with access to interregional connections through partner services like Susanville Rancheria, Trinity Transit, and Sage Stage). The Crosstown Express also serves Bethel students who attend classes at the Redding Civic Auditorium.



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Disadvantaged Communities (DAC) Benefits

Does your Service Area have a Disadvantaged Community?	No	If you answer "No" to either of these questions, please move onto the Allocation Section on page 7.
Does the Project Benefit a DAC?	No	
Identify the DAC Census Tract Project Benefits:		
Identify the Specific DAC Benefit Criteria (for more information please review DAC Criteria tab):		
DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.		
Identify the Specific DAC Need Project Addresses (for more information please review DAC Need tab):		
DAC Need - To determine community needs, agencies can use a variety of approaches such as; looking at the factors in CalEnviroScreen that caused an area to be defined as disadvantaged community; hosting community meetings to get local input; referring to the list of common needs in Table 2.2 (question above); or receiving documentation of community support (e.g., letters or emails). Explain the approach your organization used.		
Low-Income Communities - Explain, in your own words, how the project will benefit low-income residents.		
Total Greenhouse Gas Reduction Funds Allocated to DAC:		\$



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Allocation

Regional Entity: Shasta	
Lead Agency: Shasta Regional Transportation Agency	County: Shasta
Project Title: Expansion of Express Services	

Lead Agency: I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, Lead Agency shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Authorized Agent:	Daniel S. Little
Title:	Executive Director
Lead Agency:	Shasta Regional Transportation Agency

Signature:		Date:	
PUC Funds Type:	99313	Amount:	\$78,764
PUC Funds Type:	99314	Amount:	\$0

Contributing Sponsor(s): *If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Authorized Agent:	Brian F. Crane (see attached letter)
Title:	Executive Officer
Agency:	Redding Area Bus Authority

Signature:		Date:	
PUC Funds Type:	99313	Amount:	
PUC Funds Type:	99314	Amount:	6675



FY 2016-2017 LCTOP
Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE Shasta Regional Transportation Agency
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Daniel S. Little, Executive Director OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent)

Daniel S. Little
(Print Name)

Executive Director
(Title)

(Signature)

Approved this 1 day of August, 20 17

Only needed if there is a change in the Authorized Agent(s).



FY 2016-2017 LCTOP
Certifications Assurances

Lead Agency: Shasta Regional Transportation Agency
Project Name: Expansion of Express Services
Prepared by: Brett Setterfield

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

1. The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The project lead must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The project lead certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the
7. Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP
8. The project lead must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
10. Funds must be encumbered and liquidated within the time allowed

C. Reporting

1. The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
2. Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional ..
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested
3. The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Daniel S. Little

(Print Authorized Agent)

(Signature)

Executive Director

(Title)

1-Aug-17

(Date)



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

Project Name:	Expansion of Express Services	Contact Name:	Jennifer Pollom
Lead Agency:	Shasta Regional Transportation Agency	Contact Phone #:	(530) 262-6195
Date Completed:	3/30/2017	Contact Email:	jpollom@srta.ca.gov
Project ID	Caltrans will provide upon approval		

	Requires applicant input		Calculated field; no input required
	Auto filled from Allocation Request		Additional documentation required

Applicant must input required fields from top down (i.e., first Project Category, then Project Type, etc.).
 Required fields and descriptions are dependent on the inputs selected or entered.
 User tips to provide clarification or suggested inputs may appear when input cells are selected.

Inputs	Required	Description
This section is used to determine the GHG emission reduction method and emission factors to apply.		
Project Type	Service Improvements Yes	Enter the project category that best represents the proposed project type; see Required Fields by Category . If applying for more than one project type, then the agency must submit multiple Allocation Requests and GHG Calculator tools.
Project Sub-Type	Transit vouchers Yes	Free or reduced-fare transit vouchers. GHG Emission Reductions = GHG Emissions of Displaced Autos
Region	County Yes	The region that best encompass the geographic location for the proposed project type.
Sub region	Shasta Yes	The county where the majority of the service occurs.
Year 1 (Yr1)	2017 Yes	The first year of service - funded by FY 2016-17 LCTOP funds.
Year F (YrF)	2018 Yes	The final year of service - funded by FY 2016-17 LCTOP funds.
Useful Life	1 Calculated	The number of years the service is funded by FY 2016-17 LCTOP funds.
This section is used to estimate the GHG emissions from displaced auto vehicle miles traveled (VMT).		
Service Type	Local/ Intercity Bus (Short Distances) Yes	The transit service (e.g., Bus, Light Rail, Heavy Rail, etc.) directly associated with the the proposed project. For projects that serve multiple services, select Multi-modal.
Yr1 Ridership	4,600 Yes	The increase in unlinked passenger trips directly associated with the proposed project in the first year.



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California Environmental Protection Agency
Air Resources Board

YrF Ridership	4,600	Yes	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same value should be input for Yr1 and YrF.
Adjustment Factor (A)	0.91	Yes	Discount factor applied to annual ridership to account for transit-dependent riders. Use: documented project specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (L)	6.57	Yes	Annual passenger miles over unlinked trips directly associated with the proposed project.
GHG Emission Reductions	14.64	Calculated	The estimated GHG emission reductions in metric ton (MT) of carbon dioxide equivalent (CO ₂ e) from displaced auto VMT from the proposed project.
This section is used to estimate the net GHG emission reductions from new/expanded service or from the purchase of new zero-emission/hybrid vehicle(s).			
Vehicle Type		No	Not applicable for this project type.
Hybrid Vehicle		No	Not applicable for this project type.
Fuel Type		No	Not applicable for this project type.
Project Specific Emission Factor		No	Not applicable for this project type.
Model Year		No	Not applicable for this project type.
Annual VMT		No	Not applicable for this project type.
Annual Fuel		No	Not applicable for this project type.
GHG Emissions		Calculated	Not applicable for this project type.
Net GHG Reductions		Calculated	Not applicable for this project type.
This section is used to estimate the net GHG emission reductions from vehicle replacement or the GHG emission reductions from displaced fuel.			
Additional GHG Emission Reductions	Not Applicable	Yes	Not applicable for this project type.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
 Air Resources Board

Fuel Type		No	Not applicable for this project type.
Model Year		No	Not applicable for this project type.
Annual VMT		No	Not applicable for this project type.
Annual Fuel		No	Not applicable for this project type.
GHG Emissions		Calculated	Not applicable for this project type.
Net GHG Reductions		Calculated	Not applicable for this project type.
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
FY 2016-17 LCTOP GGRF Funds Requested	\$85,439.00	Yes	The amount of FY 2016-17 LCTOP dollars the applicant is requesting from Caltrans per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$270,105.00	Yes	The amount equal to FY 2016-17 LCTOP Funds Requested plus all LCTOP dollars from Caltrans that have previously been awarded to the same project and any future LCTOP dollars that the project plans to apply for. If no other LCTOP funds have been requested, the Total LCTOP GGRF Funds Requested will be the same amount as the FY 2016-17 LCTOP Funds Requested.
Total GGRF Funds Requested	\$270,105.00	Yes	The amount equal to the Total LCTOP Funds Requested plus all GGRF dollars that have previously been awarded to the same project and any other GGRF dollars that the project has or plans to apply for. If no other GGRF funds have been requested, the Total GGRF Funds Requested will be the same amount as the Total LCTOP GGRF Funds Requested.
This section calculates the greenhouse gas (GHG) emission reductions achieved by the proposed project.			
Total Project GHG Reductions	14.64	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP Project GHG Reductions	14.64	Calculated	The prorated Total Project GHG Reductions based on the Total LCTOP GGRF funds over Total GGRF funds requested.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

Project Name:	Expansion of Express Services	Contact Name:	Jennifer Pollom
Lead Agency:	Shasta Regional Transportation	Contact Phone #:	(530) 262-6195
Date Completed:	3/30/2017	Contact Email:	jpollom@srtc.ca.gov
Project ID	Caltrans will provide upon approval	No inputs required	

	Results	Description
Annual Displaced Auto VMT	27,502	Annual displaced average auto vehicle miles traveled (VMT) from the proposed project.
Annual GHG Emission Reductions from Displace Autos	14.64	Annual GHG emission reductions from auto VMT displaced from the proposed project.
Total Displaced Auto VMT	27,502	Total displaced auto VMT over the useful life.
GHG Emission Reductions from Displace Autos	14.64	Total project greenhouse gas (GHG) emission reductions from the total displaced auto VMT during the useful life.
Total GHG Emission Reductions	14.64	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP GGRF FY 2016-17 Funds Requested	\$85,439.00	Funds requested per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$270,105.00	The amount equal to FY 2016-17 LCTOP Funds Requested plus all LCTOP dollars from Caltrans that have previously been awarded to the same project and any future LCTOP dollars that the project plans to apply for.
Total GGRF Funds Requested (\$)	\$270,105.00	The amount equal to the Total LCTOP Funds Requested plus all GGRF dollars that have previously been awarded to the same project and any other GGRF dollars that the project has or plans to apply for.
LCTOP GHG Emission Reductions	14.64	GHG emission reductions (MTCO ₂ e) from the project during the useful life attributed to LCTOP.
LCTOP Emission Reductions /Total LCTOP GGRF Funds Requested	0.00005419	The metric to be reported in the application.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
 **Air Resources Board**

Total GHG Emission Reductions /Total GGRF Funds Requested (\$)	0.00005419	The metric to be reported in the application.
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FY 2016-2017 LCTOP Funding Plan

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds. The Lead Agency certifies that the requested LCTOP funds for the proposed project will not be used to supplant other funding sources.

Lead Agency:	Shasta Regional Transportation Agency	Project Name:	Expansion of Express Services
Authorized Agent Name:	Daniel S. Little	Prepared by:	Brett Setterfield
Phone:	(530) 262-6191	Phone:	(530) 262-6188
E-mail:	bsetterfield@srta.ca.gov	E-mail:	bsetterfield@srta.ca.gov
Signature:		Date:	

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Proposed Total Project Cost								Project
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	85,439	15,000	0	0	0	0	100,439
TOTAL	0	85,439	15,000	0	0	0	0	100,439

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		85,439						85,439
TOTAL	0	85,439	0	0	0	0	0	85,439

Funding Source: BSSM								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other			15,000					15,000
TOTAL	0	0	15,000	0	0	0	0	15,000

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other			0					0
TOTAL	0							



**FY 2016-2017 LCTOP
Funding Plan**

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0