



**Low Carbon Transit Operations Program (LCTOP)  
AUTHORIZED AGENT**

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

OF THE San Joaquin Regional Rail Commission  
(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.

Brian Schmidt, Director of Operations OR  
(Name and Title of Authorized Agent)

Nila Cordova, Director of Finance OR  
(Name and Title of Authorized Agent)

\_\_\_\_\_  
(Name and Title of Authorized Agent)

Stacey Mortensen \_\_\_\_\_ Executive Director  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Attachment: Board Resolution approving Authorized Agent

## Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

**Project Sponsor:** San Joaquin Regional Rail Commission

**Agency Name:** Altamont Corridor Express

**Effective Date of this Document:** January 28, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. 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 the Department 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 the Department 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 project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department 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 the Department 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 15<sup>th</sup> and November 15<sup>th</sup> 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 the Department 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 49 CFR, Part 18, 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 49 CFR, Part 18, 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 49 CFR, Part 18, 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 49 CFR, Part 18, 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.

### E. 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 audits.
- (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

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

I certify all of these conditions will be met.

**BY:**

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Stacey Mortensen, Executive Director  
San Joaquin Regional Rail Commission

**SAN JOAQUIN REGIONAL RAIL COMMISSION**

February 5, 2016

**STAFF REPORT**

**Item 4.7**

**ACTION**

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**Approve a Resolution Authorizing the Executive Director to Submit and Execute Any and All Certifications and Assurances Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency (CalSTA) Under the Cap and Trade Program.**

Background:

In 2014 California Legislature established new Cap and Trade funding programs including –1) Transit and Intercity Rail Capital Program (TIRCP) and 2) Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund.

Transit and Intercity Rail Capital Program was created by SB862 to fund capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce greenhouse gases by reducing vehicle miles traveled throughout California. TIRCP is allocated 10% of Cap and Trade auction proceeds. Project allocations will be selected through a competitive process based on the evaluation criteria outlined in the program guidelines.

Low Carbon Transit Operations Program was created by SB852 to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP is allocated 5% of the annual proceeds from the Greenhouse Gas Reduction Fund pursuant to the distribution formula in sections 99313 and 99314 of the Public Utilities Code.

This resolution allows the Executive Director to execute the Certifications and Assurances for TIRCP and LCTOP programs. Any projects proposed for submission in these programs will be brought before the Board for consideration and approval by Resolution.

Fiscal Impact:

No Fiscal Impact at this time. These funds will be included in the Capital Budget upon receipt of the funds.

Recommendation:

Approve a Resolution Authorizing the Executive Director to Submit and Execute any and all grant applications, agreements, certifications and assurances and any other documents necessary to obtain financial assistance provided by the California State Transportation Agency (CalSTA) under the Cap and Trade Program.

RESOLUTION NO. SJRRC-R-15/16-\_\_

**Approve a Resolution Authorizing the Executive Director to Submit and Execute Any and All Certifications and Assurances Necessary to Obtain Financial Assistance Provided by the California State Transportation Agency (CalSTA) Under the Cap and Trade Program.**

WHEREAS, the California State Transportation Agency will administer the Transit and Intercity Rail Capital and Low Carbon Transit Operations Programs to eligible grantees for transportation improvement and greenhouse gas reduction projects, and

WHEREAS, The San Joaquin Regional Rail Commission (SJRRC) is an eligible grantee for Cap and Trade funding;

WHEREAS, the California State Transportation Agency requires a resolution from the governing board in order to receive the funds and that SJRRC will abide by the terms that go with this grant;

NOW, THEREFORE, BE IT RESOVLED by the Board of Directors of the San Joaquin Regional Rail Commission that the Executive Director is hereby authorized to execute the certifications and assurances necessary for obtaining financial assistance provided by the California State Transportation Agency following all required rules and terms.

PASSED AND ADOPTED by the San Joaquin Regional Rail Commission this 5th, day of February 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL  
RAIL COMMISSION

\_\_\_\_\_  
STACEY MORTENSEN  
Executive Director

\_\_\_\_\_  
BOB JOHNSON, Chair

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

**Project Information:**

Lead Agency:	San Joaquin Regional Rail Commission
Project Name:	Rolling Stock
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service
Description of Project (Short):	Purchase of rail cars to increase passenger capacity of the Altamont Corridor Express.
Project Location:	Stockton, CA
Project Start Date (anticipated):	FY18/19
Project End Date (anticipated):	FY20/21

**Funding Information:**

Funding Year:	FY15/16
Requested Amount of PUC 99313:	
Requested Amount of PUC 99314:	\$52,342
Requested Amount of PUC 99314:	\$56,032
Requested Amount of PUC 99314:	\$45,086
Total LCTOP Funding:	\$153,460
Total Project Cost:	\$10,500,000

**Project Benefits:**

**Greenhouse Gas Benefits (off of worksheet)**

Estimated GHG Reduction:	
Project Life:	30yrs
Estimated Total GHG Reduction:	0

**Disadvantaged Communities (DAC) Benefits:**

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	6077000402
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	LCTP 1A: Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community.
Qualitative Description of DAC Benefit?	Service originates in the heart of the DAC, allowing easy access and mobility to work and school opportunities
Describe the DAC Need Project Addresses?	
Total GGRF \$ Allocated to DAC	\$153,460.00

**Co-benefit**

Critical Air Pollution Reduction:	
VMT Reduction:	6659803
Ridership Increase	205740
Fuel Ues Reduction:	
Energy Use Reduction:	

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

	<b>Regional Entity:</b> SJCOG, MTC, VTA
<b>Project Lead:</b> San Joaquin Regional Rail Commission	Alameda, San Joaquin, <b>County:</b> & Santa Clara
<b>Project Title:</b> Rolling Stock	

**Project Lead:**

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, project lead 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.

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**Name:** Brian Schmidt

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**Signature:** 

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**Title:** Operations Director

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**Agency:** San Joaquin Regional Rail Commission

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**Date:** \_\_\_\_\_ **Amount:** \$45,086

**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.**

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**Name:** Arthur Dao

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**Signature:** see letter

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**Title:** Executive Director

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**Agency:** Alameda County Congestion Management Agency

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**Date:** \_\_\_\_\_ **Amount:** \$52,342.00



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

**Table 3: Type of Project**

**See Attachment A for category of project** (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes).

Operations Projects				Capital Projects			
	A1		Ai		B1		Bi
X	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

**Table 4: Project Summary**

**a) Project Description** - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

SJRRC wishes to procure three new rail cars beginning in the year 2018. With trains nearly exceeding capacity and ridership trends on the rise, these cars will be used to expand operating capacity on the Altamont Corridor Express (ACE). 2014 saw ridership of 1,075,648 with a 12% increase in 2015 at 1,209,755 and 2016 is following pattern.

	2013	2014	2015
Unlinked Passenger Trips	940,774	1,075,648	1,209,755
% increase	-	14%	12%

**b) Project Location** - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

**c) Project Life** - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital:

Operations:

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

**a) Greenhouse Gas Reduction** - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

Expanding passenger capacity on the Altamont Corridor Express intercity rail VMT and GHG emissions will be reduced by replacing auto trips with transit. Each car has a capacity of 135 seats added to three train sets running two trips per day, 254 days per year, with the average passenger miles traveled of 43 miles per day, estimates show a potential reduction of 8,846,820 passenger miles per year.

**b) Increased Mode Share** - Describe how this project will directly increase mode share.

**c) Disadvantaged Communities (DAC) Project Criteria**

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects				Transit Projects					
<input type="checkbox"/>	1A	<input type="checkbox"/>	2A	<input checked="" type="checkbox"/>	1A	<input type="checkbox"/>	1G	<input type="checkbox"/>	2E
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B	<input type="checkbox"/>	1B	<input type="checkbox"/>	1H	<input type="checkbox"/>	2F
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C	<input type="checkbox"/>	1C	<input type="checkbox"/>	2A	<input type="checkbox"/>	2G
<input type="checkbox"/>	1D			<input type="checkbox"/>	1D	<input type="checkbox"/>	2B	<input type="checkbox"/>	2H
				<input type="checkbox"/>	1E	<input type="checkbox"/>	2C	<input type="checkbox"/>	2I
				<input type="checkbox"/>	1F	<input type="checkbox"/>	2D		

**d) Disadvantaged Communities (DAC) (if applicable\*)** - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

Stockton is considered a Highly Disadvantaged Community with the Altamont Corridor Express originating in the heart of it, just blocks from the Regional Transit District, allowing those of limited means easy access to multiple modes of transportation. In addition to the Stockton DAC, ACE serves the residence of French Camp, Lathrop, Manteca and Stanislaus County with a station in Lathrop/Manteca serving as a connecting point to the Modesto Max. ACE serves a valuable need in transporting those living in a DAC to the Bay Area and the Silicon Valley for work and school opportunities.

**PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)**

**Table 5: Description of Major Benefits/Outcomes**

**e) Co-Benefits** - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institutions
<input checked="" type="checkbox"/> Improved Public Health	<input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12
<input type="checkbox"/> Reduced Operating/Maintenance Cost	<input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking)
<input type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes integration with other modes of transportation
<input type="checkbox"/> Other Benefits (describe below)	

**f) Co-Benefits** - Describe benefits indicated above in d) and any other benefits not listed.

**The reduction of GHGs in the Valley is one of the driving goals of the San Joaquin Public Health Department fo**

**Table 6: Project Schedule**

<b>Capital Projects</b>	
Begin Construction Phase ( <b>Contract Award</b> )	
End Construction Phase ( <b>Contract Acceptance</b> )	
Begin Vehicle/Equipment Order ( <b>Contract Award</b> )	2018
End Vehicle/Equipment Order ( <b>Contract Acceptance</b> )	2020
Begin Closeout Phase	2021
End Closeout Phase	2022

<b>Operations Projects</b>	
Begin expanded/enhanced transit services	
End expanded/enhanced transit services	
Begin Closeout Phase	
End Closeout Phase	

**START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.**

*Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds,they must be funded by other sources.*



**Commission Chair**  
Supervisor Scott Haggerty, District 1

**Commission Vice Chair**  
Vice Mayor Rebecca Kaplan,  
City of Oakland

**AC Transit**  
Director Elsa Ortiz

**Alameda County**  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Milley, District 4  
Supervisor Keith Carson, District 5

**BART**  
Director Thomas Blalock

**City of Alameda**  
Mayor Trish Spencer

**City of Albany**  
Mayor Peter Maass

**City of Berkeley**  
Councilmember Laurie Capitelli

**City of Dublin**  
Mayor David Haubert

**City of Emeryville**  
Mayor Ruth Atkin

**City of Fremont**  
Mayor Bill Harrison

**City of Hayward**  
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**City of Livermore**  
Mayor John Marchand

**City of Newark**  
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**City of Oakland**  
Councilmember Dan Kalb

**City of Piedmont**  
Mayor Margaret Fujjoka

**City of Pleasanton**  
Mayor Jerry Thome

**City of San Leandro**  
Mayor Pauline Cuffer

**City of Union City**  
Mayor Carol DuTra-Vernaci

**Executive Director**  
Arthur L. Dao

January 28, 2016

Jila Priebe  
Low Carbon Transit Operations Program  
Department of Transportation  
Division of Mass Transportation, MS #39  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Ms. Priebe:

This letter confirms the Alameda County Transportation Commission (Alameda CTC) is a Contributing Sponsor of Fiscal Year 2015-16 Low Carbon Transit Operations Program (LCTOP) funds in the amount of \$52,342.00 for San Joaquin Regional Rail Commission's (SJRRRC) Rolling Stock Project.

Please feel free to contact Mr. Vivek Bhat at (510) 208-7430 (email: [vbhat@alamedactc.org](mailto:vbhat@alamedactc.org)) should you have any questions.

Sincerely,

Arthur L. Dao  
Executive Director

cc: Brian Schmidt, Director of Operations, SJRRRC  
Vivek Bhat, Senior Transportation Engineer, Alameda CTC



January 22, 2016

State of California – Dept. of Transportation  
Division of Rail and Mass Transportation  
Low carbon Transit Operations Program

Marcella Rensi,  
Transportation Planning Manager  
Santa Clara Valley Transportation Authority  
3331 N. 1<sup>st</sup> Street  
San Jose, CA 95134

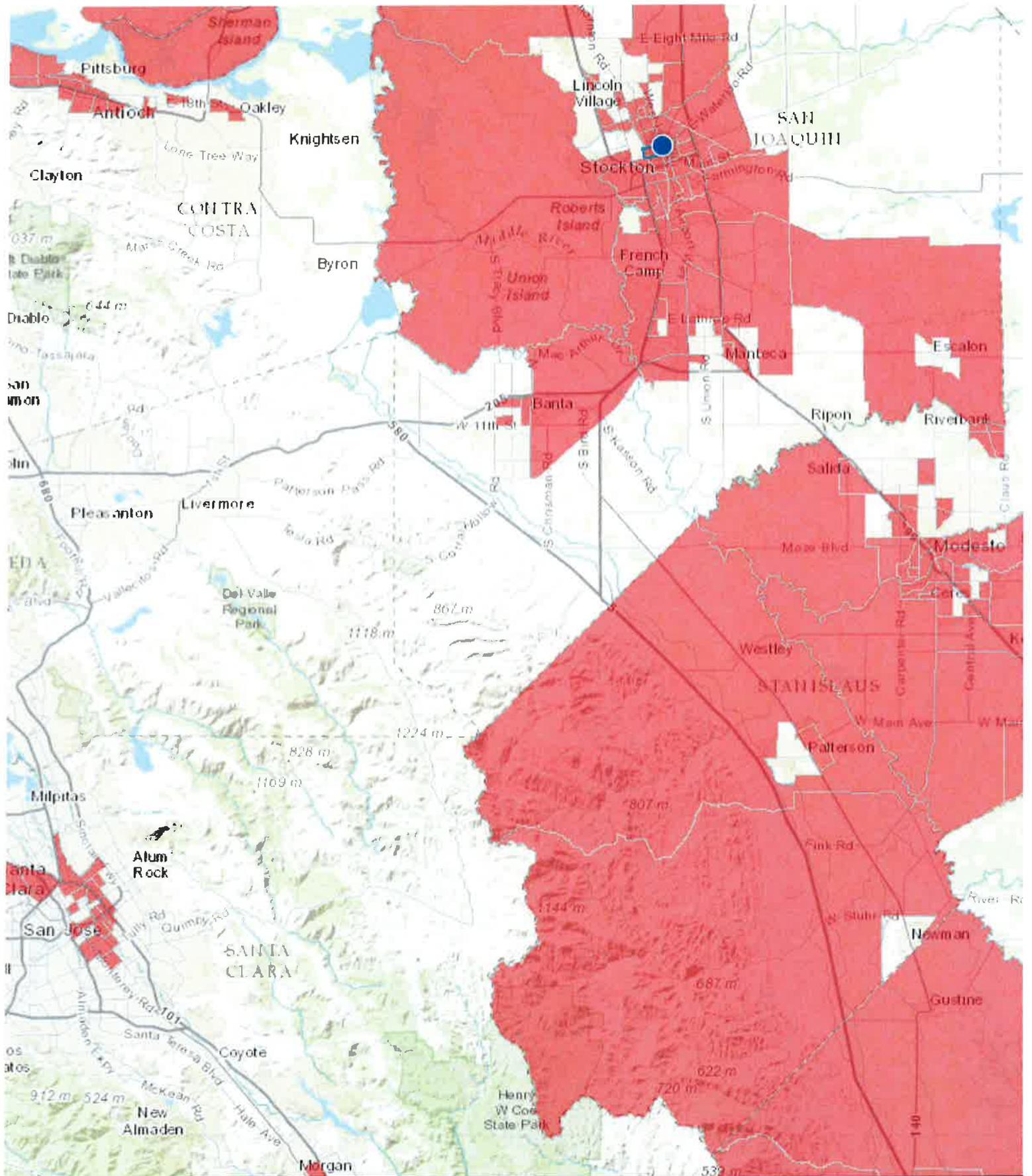
The Santa Clara Valley Transportation Authority (VTA) is a Contributing Sponsor of Low carbon Transit Operations Program (LCTOP) funds in the amount of \$56,032.00 for the Fiscal Year 2015-16. The contact person at VTA is:

Bruce Abanathie,  
Principal Transportation Planner  
E-mail: [bruce.abanathie@vta.org](mailto:bruce.abanathie@vta.org)  
Phone: (408) 321-5772

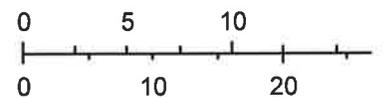
Sincerely,

A handwritten signature in blue ink, appearing to read "Marcella Rensi", is written over a light blue circular stamp.

Marcella Rensi



1:577,791





Displaced Autos Details						New / Expanded Vehicle Details			
Yr1 Annual Ridership	YrF Annual Ridership	Adjustment (A)	Length (L)	Adjustment (AA)	Length (LL)	Annual Average VMT Displaced	Fuel Type	Engine MY	Annual VMT or Units of Fuel
205,740	205,740	0.83	43.00	0.80	5.00	6,659,803.80	Diesel		477,351
						-			
						-			
						-			
						-			
						-			
						-			
						-			
						-			

