

Mendocino Council of Governments

SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

Allocation Package

December 2023

A. Introduction

The Mendocino Council of Governments (MCOG) is the Regional Transportation Planning Agency for the Mendocino County region. Within the boundaries of MCOG's jurisdiction, there is only one public transit operator, the Mendocino Transit Authority (MTA). Development of this allocation plan has benefited from recent planning efforts conducted cooperatively by both MCOG and MTA. MCOG has recently completed the study Mobility Solutions for Rural Communities of Inland Mendocino County, which led to the identification of the project proposed for operational funding in this allocation plan. The Ukiah Transit Center Feasibility Study, which analyzed locations for a new transit center/hub in the Ukiah area, is also nearing completion. Capital funding for the development of that project is included in this plan. The MTA is also currently undergoing an update to their Short Range Transit Development Plan, which guides its overall service needs in the near future. In addition to the collaboration between MCOG and MTA conducted through these planning efforts, the two agencies have held meetings and had ongoing communication specifically to discuss project prioritization for these funds. The funding has also been discussed in public meetings of the Boards of Directors of both agencies.

The following sections of the allocation plan address the requirements in Section 6 of the SB 125 Guidelines. Portions of Section 6 are also addressed in the appendices to this plan.

B. Narrative Explanation

1. Explanation of funding and service actions being taken within the region that utilize resources other than SB125 funding.

Mendocino Transit Authority is the only STA eligible operator in the Mendocino County region. At this time, they do not anticipate any funding related operational deficits through 25/26. Their ordinary sources of federal, state and local funding are sufficient to maintain service levels.

2. Description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.

Mendocino Transit Authority, the one eligible operator in the region, does not anticipate funding related operating deficits or service cuts at this time. Therefore, MCOG's strategy focuses on supporting improvement in ridership. MCOG's strategy, developed in consultation with the Mendocino Transit Authority (MTA), addresses goals to increase ridership by improving the rider experience of public transit, increasing mode connectivity, and replacing older vehicles with zero emission vehicles. A new pilot service to currently unserved communities will increase ridership and address longstanding unmet transit needs. These approaches will be included in one single project: MTA Facilities and Vehicle Improvements and Service Expansion. The activities in this project are listed below.

- a) Activity #1 - Development of a new Ukiah Transit Center. This project has completed a feasibility study, resulting in selection of an available unimproved parcel. This centrally located multimodal center will connect all transportation services (MTA, LTA, Amtrak, Greyhound), cyclists, pedestrians, park and ride, etc. First priority is to secure purchase of the identified property.
- b) Activity #2 Demonstration of innovative solutions to serve the remote communities of Laytonville and Covelo. This would be a three-year pilot project to meet long-standing unmet transportation needs, arising from MCOG's recent Feasibility Study of Mobility Solutions for Rural Communities of Inland Mendocino County. Both capital and operations would be funded. The first year would procure one or more appropriate, zero emission vehicles. The second and third years would initiate the services, including administration, marketing, and travel training for riders. The details of the service will be developed collaboratively between MCOG and MTA to maximize the success of the service during the pilot period and meet the needs of the communities identified in MCOG's Feasibility Study.
- c) Activity #3 Continuation of MTA's Zero Emissions Fleet Transition Plan. These capital investments would enable the agency to continue its plan on track with the California Air Resources Board's Innovative Clean Transit (ICT) regulation to meet a goal of 100 percent zero emissions by 2040.

3. Detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.

The Mendocino County region has only one public transit operator, the Mendocino Transit Authority, therefore, this section focuses on projects rather than distribution among operators. In addition to administrative costs, all funding for the first year will be allocated to one project implemented by MTA: MTA Facilities and Vehicle Improvements and Service Expansion. This project will include fleet conversion and expansion, a new pilot service to unserved areas, and project development for a new transit center/hub in the region's largest population center. The project will combine funding sources and fund both capital and operations. The region does not have any existing TIRCP funded projects.

The capital activities in the project are all high priority to the region. A detailed description of the high priority nature of all activities in the project is included below.

Activity #1 Development of a new Ukiah Transit Center. This has long been a need in the Ukiah area. Ukiah is the county seat and population center of Mendocino County. It is located on the US 101 corridor, which provides a north/south connection to the rest of the State and beyond. Amtrak, Greyhound and Lake Transit Authority all provide service to the Ukiah area. MTA does not currently have any type of transit hub or transit center in the Ukiah area that allows for a consolidated connection point for these services, or connection with other modes. By providing a central location for these connections, as well as other amenities to support zero emission and active transportation (charging, bike storage, etc.), MTA will be able to **increase ridership and improve the overall ridership experience**. It is anticipated that to fully fund the project, MTA will apply for TIRCP competitive funds as well. This has been identified as a priority for MTA and MCOG and is included in the 2022 Regional Transportation Plan. Using these AB 125 funds to initiate project development

will prepare MTA for a future TIRCP competitive grant to fully fund construction of this priority project.

Activity #2 Demonstration of innovative solutions to serve the remote communities of Laytonville and Covelo. MCOG conducts an annual unmet transit needs assessment. Nearly every year, the need for some type of lifeline service to serve the remote communities of Laytonville and Covelo in the north part of the county is identified. These communities lack many services (shopping, education, medical), and residents must travel an hour or more by car to reach critical services and destinations. Unfortunately, these communities are also low-income, underserved communities. Many residents lack a household vehicle, or lack a reliable vehicle for traveling these longer distances. MCOG conducted a needs assessment and feasibility study for mobility solutions to these communities. The details of the service will be developed collaboratively between MCOG and MTA to maximize the success of the service during the pilot period and meet the needs of the communities identified in MCOG’s Feasibility Study. **The project will increase ridership by providing service to a currently unserved community. It will reduce greenhouse gas emissions by converting single occupancy vehicle trips to shared transit vehicle trips.**

Activity #3 Continuation of MTA’s Zero Emissions Fleet Transition Plan. This activity will **reduce greenhouse gas emissions** by continuing and accelerating the replacement of MTA’s existing fossil fuel powered fleet with zero emission vehicles, consistent with MTA’s Zero Emission Transition Plan. The available funding would enable the agency to stay on track with the ICT-Regulation of being 100% zero emissions by 2040.

C. Allocation Package Detailed Project Description

As described previously, Mendocino Transit Authority is the only public transit operator in the Mendocino County region. Therefore, with the exception of MCOG’s administrative and planning funds, all funding has been awarded to a project administered by the Mendocino Transit Authority: MTA Facilities and Vehicle Improvements and Service Expansion. The project includes three activities: 1) Development of a new Ukiah Transit Center, 2) Demonstration of innovative solutions to serve the remote communities of Laytonville and Covelo, and 3) Continuation of MTA’s Zero Emissions Fleet Transition Plan. The benefits of these projects and justification for their selection is described in previous sections. Details of funding and schedule can be found in the attachments.

See Appendices 1 through 6

D. A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year of availability

See Appendix 7

E. Regionally Representative Transit Operator Data

i. Existing fleet and asset management plans by transit operators

See Appendix 1

ii. Revenue collection methods and annual costs involved in collecting revenue

See Appendix 1

iii. Existing service plan and planned service changes through 23/24

Mendocino Transit Authority is the only transit operator in the Mendocino County region. At this time, they do not have any planned service changes through the end of 2023-24. The GTFS feed for their existing service plan can be found at:

<https://data.trilliumtransit.com/gtfs/mendocino-ca-us/mendocino-ca-us.zip>

iv. Expenditures on security and safety measures

MTA is the only public transit operator in the region. They do not have data specific to security expenditures at this time. Very minimal expenditures are identified for safety in their budget.

v. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators

MCOG is not involved in any of the activities at this time. MTA is the only public transit operator, therefore, some of this is not applicable.

Appendices:

Appendix 1 – Transit Operator Worksheets (addresses Sections 6.C and 6.E of SB 125 Guidelines)

Appendix 2 – Fact Sheets

Appendix 3 – KML Files

Appendix 4 – CARB TIRCP Calculator

Appendix 5 – Jobs Tool

Appendix 6 – Benefit Criteria Table

Appendix 7 - SB 125 Funding Allocation Worksheets (addresses 6.D of SB 125 Guidelines)

Appendix 8 – MCOG Resolution (*Note: The resolution incorrectly identifies MCOG administration funds as TIRCP. This plan and other attachments identify it as funded through ZETCP, consistent with SB 125 guidelines.*)

A Summary of New Service Pilot Covelo/Laytonville

i. Implementing agency or agencies

Mendocino Council of Governments and Mendocino Transit Authority

ii. Project title:

New Service for Covelo and Laytonville

iii. Dates for the start and end of each project phase

2024/25 First Phase

2025/26 Second Phase

2026/27 Third Phase

iv. Summary of project scope:

This service proposes to pilot a one-day-a-week service, for each of the two communities of Laytonville and Covelo. The details of the service will be developed collaboratively between MCOG and MTA to maximize the success of the service during the pilot period and meet the needs of the communities identified in MCOG's Feasibility Study. Riders could be transported to more than one drop-off location in Willits and a connection would be made in Willits for transfers to Ukiah. With the service scheduled to return passengers later in that day. Alternatively, if feasible, the service may transport passengers directly to destinations in Ukiah.

v. Total project costs:

First-Year Costs to Implement:

\$110,000 vehicle purchase, an accessible 7-to-12 passenger van \$30,000 MTA Admin. costs \$15,000 to CBO for first-year education and marketing outreach for two communities \$155,000 Total

Second-Year Costs to implement One-Day/ Week, Per Community:

Operations & Admin. – \$68,227 for Covelo \$55,460 for Laytonville Marketing & Promotion \$10,400 for Covelo \$10,400 for Laytonville \$144,487 Total

Third-Year Costs to Implement Two-Days/ Week, Per Community:

Operations & Admin. - \$95,881 for Covelo \$83,000 for Laytonville Marketing & Promotion \$10,816 for Covelo \$10,816 for Laytonville \$200,513 Total

vi. Identification of the source, type and amount of all funding:

Funding for the directly operated services and the marketing activities would be budgeted from SB 125 TIRCP.

b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.

First-year activities:

Order and take delivery of a single 8-to-12 passenger accessible van electric or hybrid electric.

Develop a three-year operations plan and a marketing plan, coordinated between the operator, MTA, and the community-based organization(s) willing and able undertake the marketing effort. Establish pilot service reporting protocols.

Begin implementation of targeted community-level promotion to build awareness for the service, toward start-up at the outset of the second year.

Second-year activities:

Initiate vehicle operations, in line with operations plan.

Continue and expand community-based organization(s) marketing and public education plan to promote ridership, including commencing work with Ukiah based stakeholders (destinations) to advise them of the Laytonville and Covelo service days each week.

Initiate reporting protocols, related to vehicle operations, to ridership and to marketing and promotion activities.

Provide quarterly reporting to MCOG, for subsequent sharing with MCOG's SSTAC, regarding service utilization and other factors.

Make third-quarter determination as to whether or not pilot services can be considered for expansion to a second day-in-service in either community —

If demand is meeting benchmarks.

If funding for expansion services can be found.

Third-year activities:

Continue pilot services at appropriate service levels, either one day or two days a week in either or both communities.

Continue reporting protocols and provide quarterly performance reporting to MCOG, to be shared at intervals with MCOG's SSTAC.

The operator and MCOG, with input from the community-based organization(s), should prepare a summary of the first 18 months of operations, addressing a range of performance and cost indicators and detailing marketing initiatives to provide a report to key stakeholders.

Recommendations for next steps should be developed by MCOG and MTA, with input from the MCOG's SSTAC.

c. Project Location – [See Maps Below](#)

Planned and existing active transportation infrastructure (what currently exists, what is planned, and what would be funded by the project.

[Covelo and Laytonville transportation options are extremely limited:](#)

[Round Valley Indian Health Services' vehicle is available only to native residents and largely for just dialysis trips, although the driver will pick up prescriptions in Ukiah for Covelo residents who have placed them.](#)

[Partnership Health program, through the Medi-Cal benefit, provides some unknown level of trip-making, but there were multiple reports of its unreliability. This will only serve Medi-Cal certified persons for Medi-Cal approved trips. It is not a resource for Medicare patients, persons aged 65 and older, and those without Medi-Cal.](#)

[A volunteer driver E-Ride program was operational for some time, several years ago, but ran out of funding and volunteer drivers and so ceased operations.](#)

[This service proposes to pilot a one-day-a-week service, for each of the two communities of Laytonville and Covelo.](#)

[The vehicle purchase, marketing and 3 years operational cost.](#)

d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.

[Offering reliable transit service encourages people to choose public transportation over personal vehicles, leading to a reduction in overall vehicle miles traveled and associated GHG emissions.](#)

Implementing public awareness campaigns that highlight the environmental benefits of using the new transit service and engaging the community in sustainability efforts will encourage more people to choose eco-friendly transit options.

e. An explanation of expected ridership benefits of the project when constructed.

Shopping – affordable groceries; prescriptions, as there is no pharmacy in Covelo. Medical/Dental Appointments – non-Native patients must travel to medical and dental clinics elsewhere; Mendocino College – trips to campus facilities in Willits and Ukiah. Social Services –County offices in Ukiah. Court Hearing Dates and Jury Duty– these necessitate one-time and recurring trips into Ukiah.

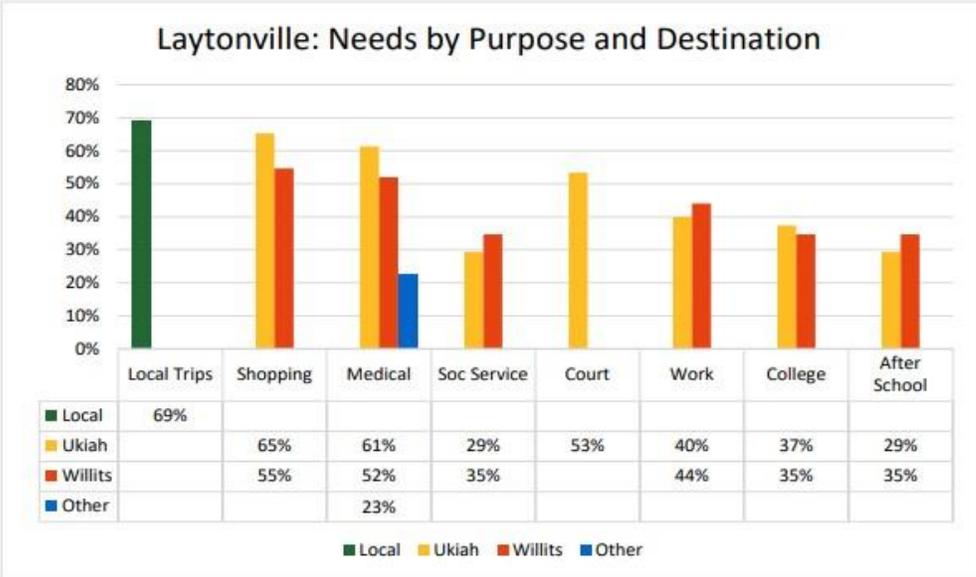
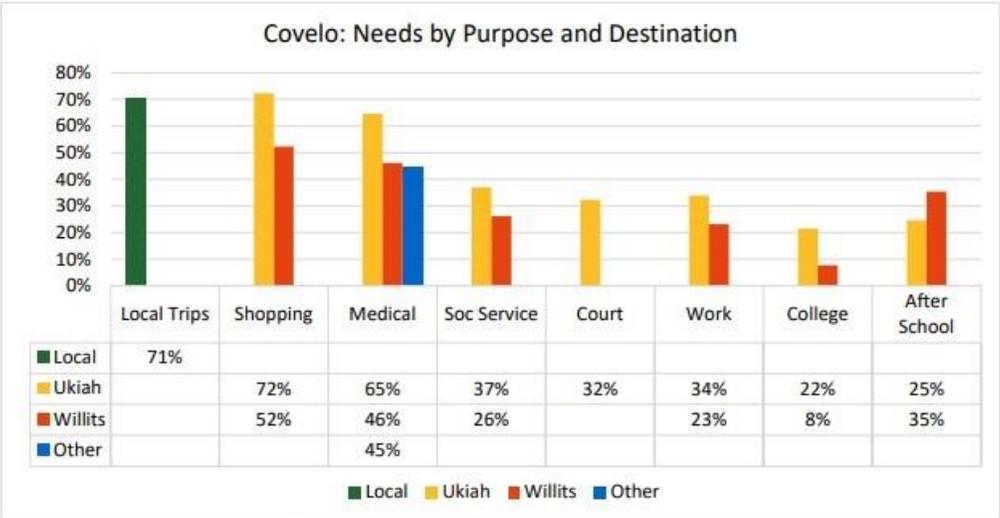
f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.

Improved Transportation Access: Introducing new transit service to Covelo and Laytonville can directly benefit disadvantaged communities by enhancing their access to essential services, employment opportunities, and educational facilities.

Affordable Transportation Options: The new service can contribute to the affordability of transportation, addressing the financial challenges faced by low-income households.

Reduced Environmental Burdens: It can contribute to reducing the environmental burdens faced by these communities. This aligns with the environmental justice goals of ensuring that vulnerable populations do not bear a disproportionate share of environmental impacts.

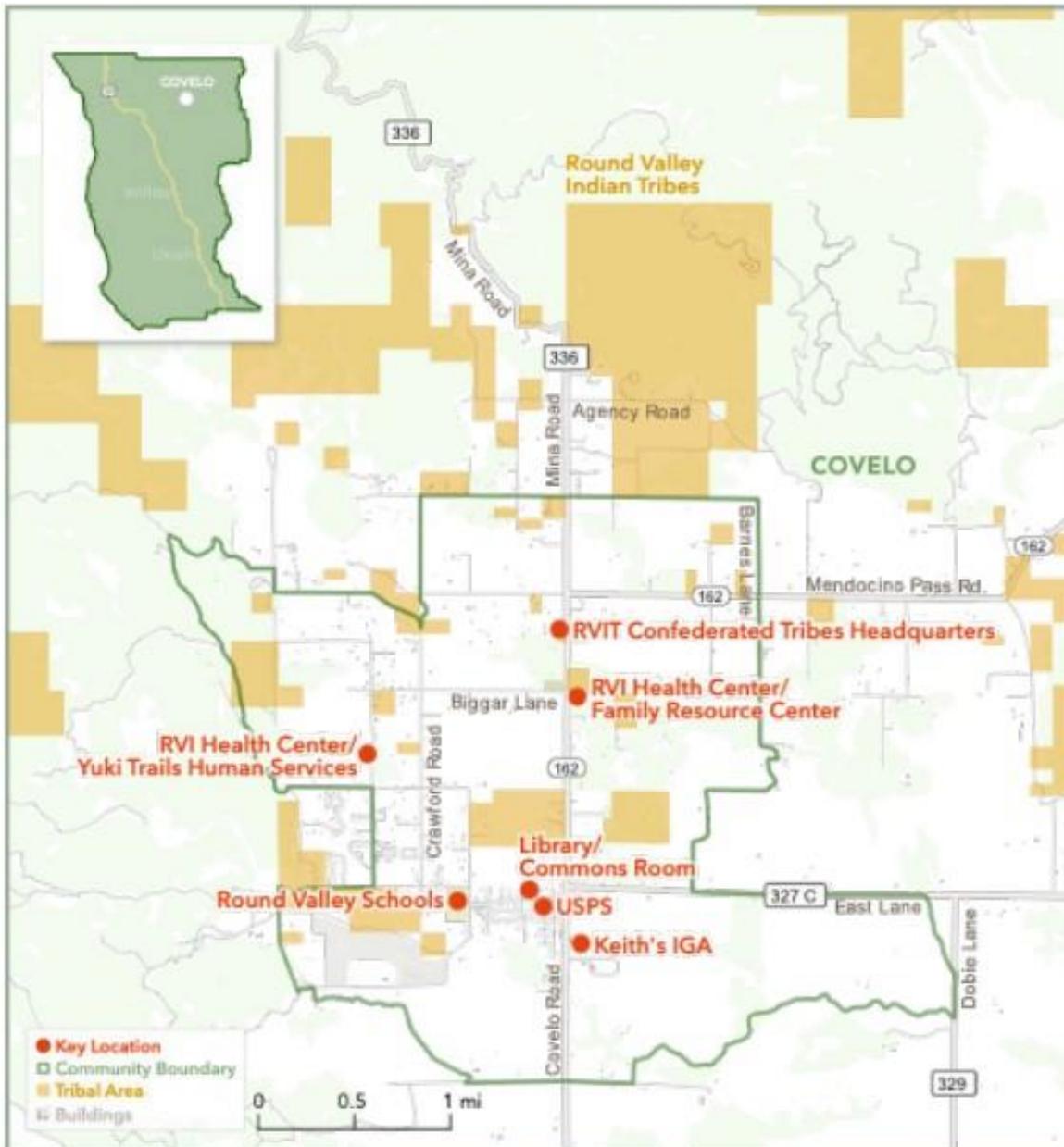
Health and Well-being: Improved transportation can positively impact the health and well-being of residents by providing better access to healthcare facilities, recreational areas, and other essential services.



www.Mendocinocog.org/mobility-solutions-study-reports

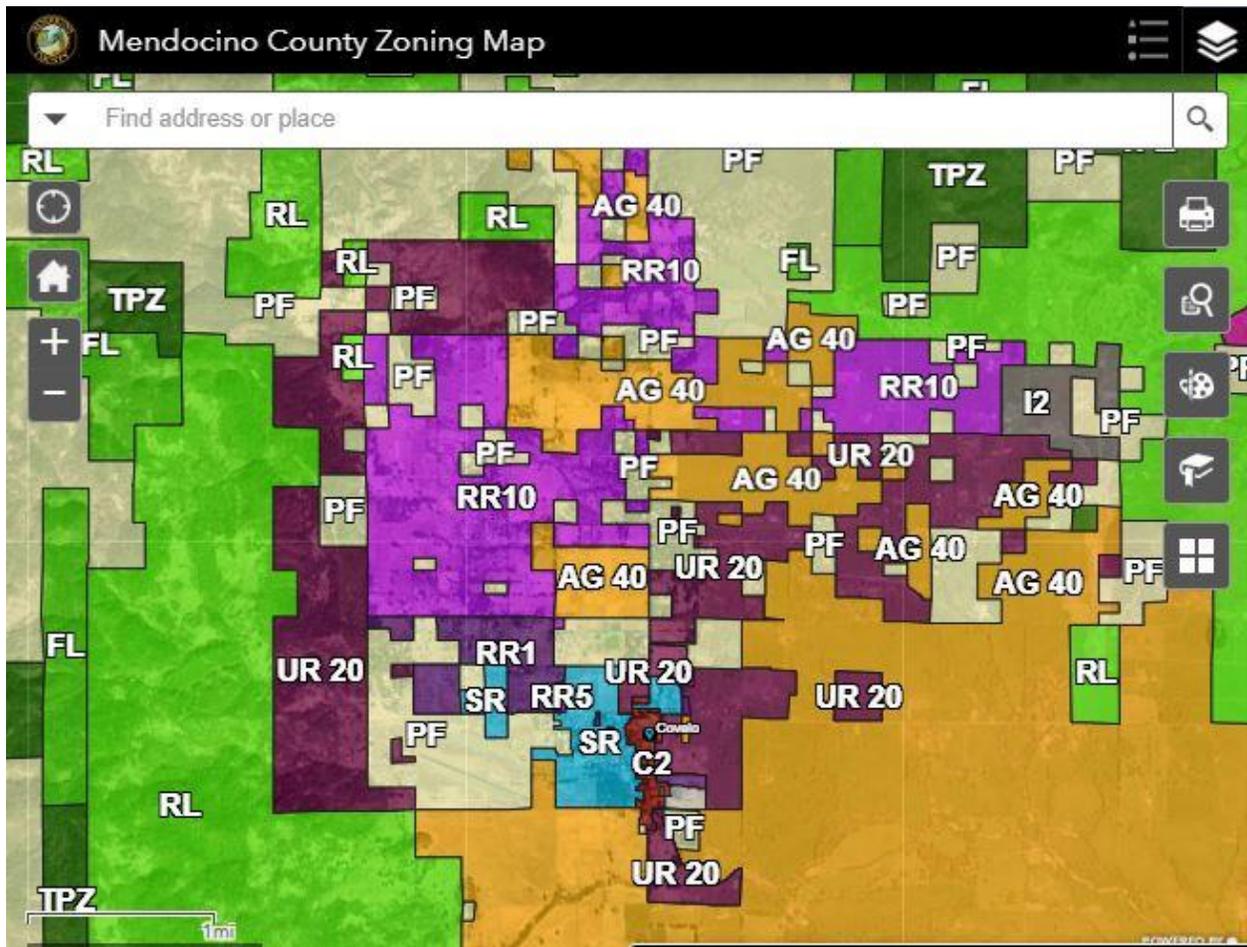


Covelo Population Characteristics 7.1 square miles (CDP) 1,394 residents — Census designated place (CDP) population 31 years median age 14% Age 65 52% Working ages (18-64) 34% Children & youth (0-17) 15% Persons with disabilities \$43,000 Median household income, which is 51% of California median household income of \$84,000 (U.S. Census Quick Facts, 2021 dollars) 38% Persons in poverty 7% Older adults in poverty 50% Children in poverty 18% Households without a car 24% Limited English proficient (LEP) individuals, 5+ years Sources: U.S. Decennial Census and American Community Survey ACS 2021 5-Year Estimate (Appendix A)



Laytonville Population Characteristics 5.4 square miles (CDP) 1,152 residents — Census designated place (CDP) population 42 years median age 23% Age 65 61% Working ages (18-64) 17% Children & youth (0-17) 23% Persons with disabilities \$49,000 Median household income, which is 58% of California median household income of \$84,000 (U.S. Census Quick Facts, 2021 dollars) 17% Persons in poverty 2% Older adults in poverty 38% Children in poverty 10% Households without a car 0% Limited English proficient individuals (LEP), 5+ years Source: U.S. Decennial Census and American Community Survey ACS 2021 5-Year Estimate (Appendix A)



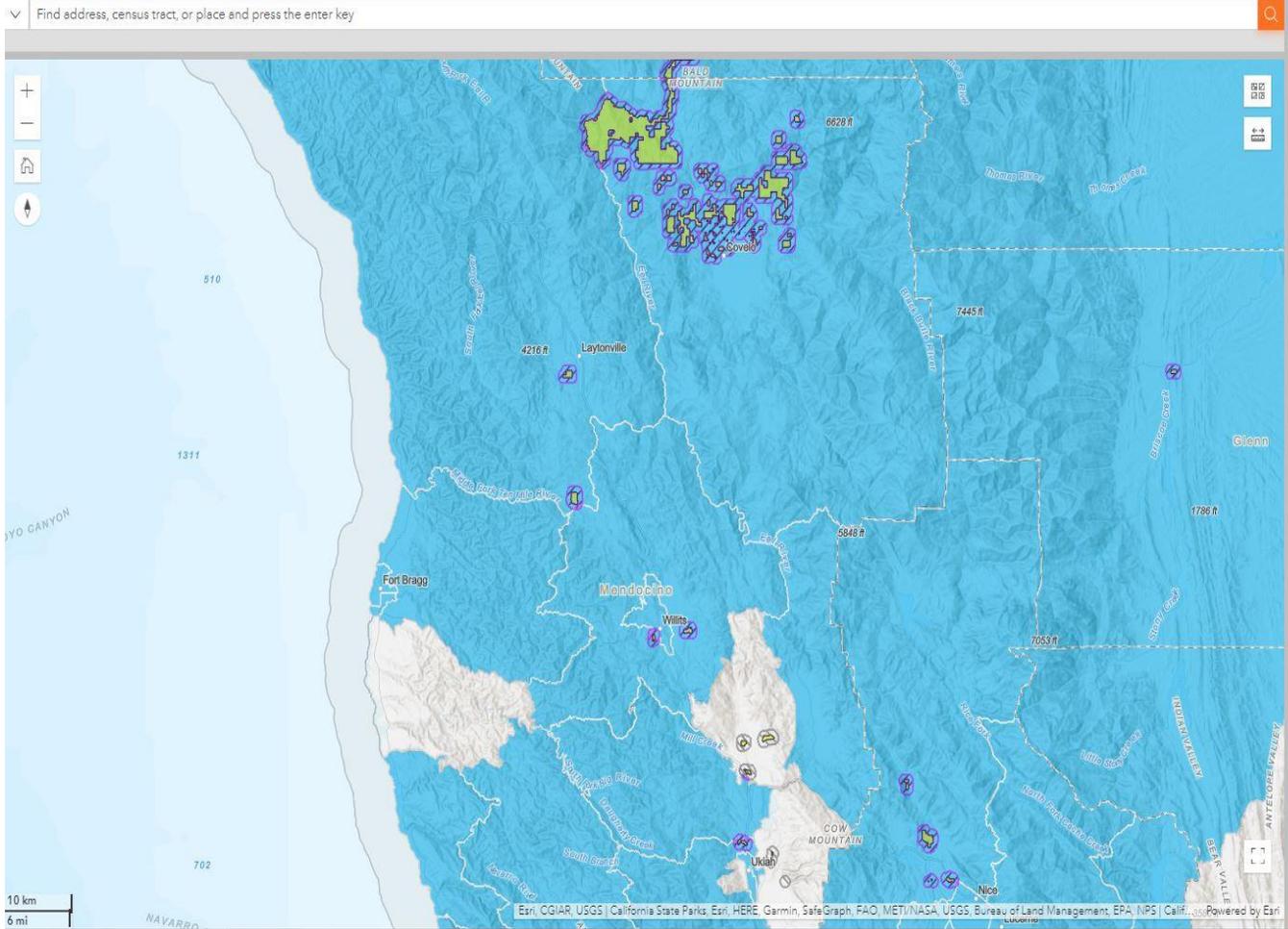


Covelo Zoning Map

<https://www.mendocinocounty.org/government/planning-building-services/zoning-web-map>

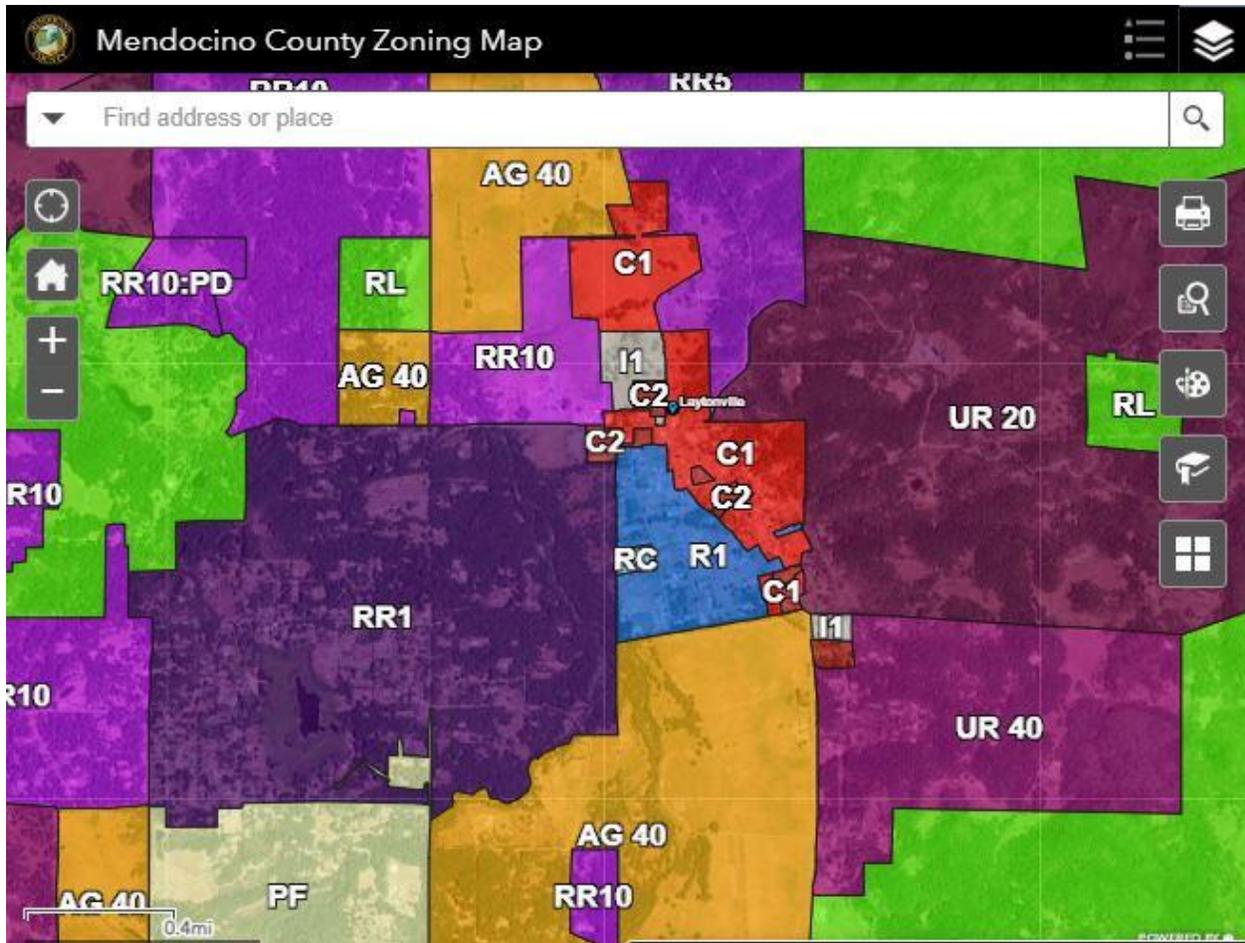


California Climate Investments Priority Populations 2023



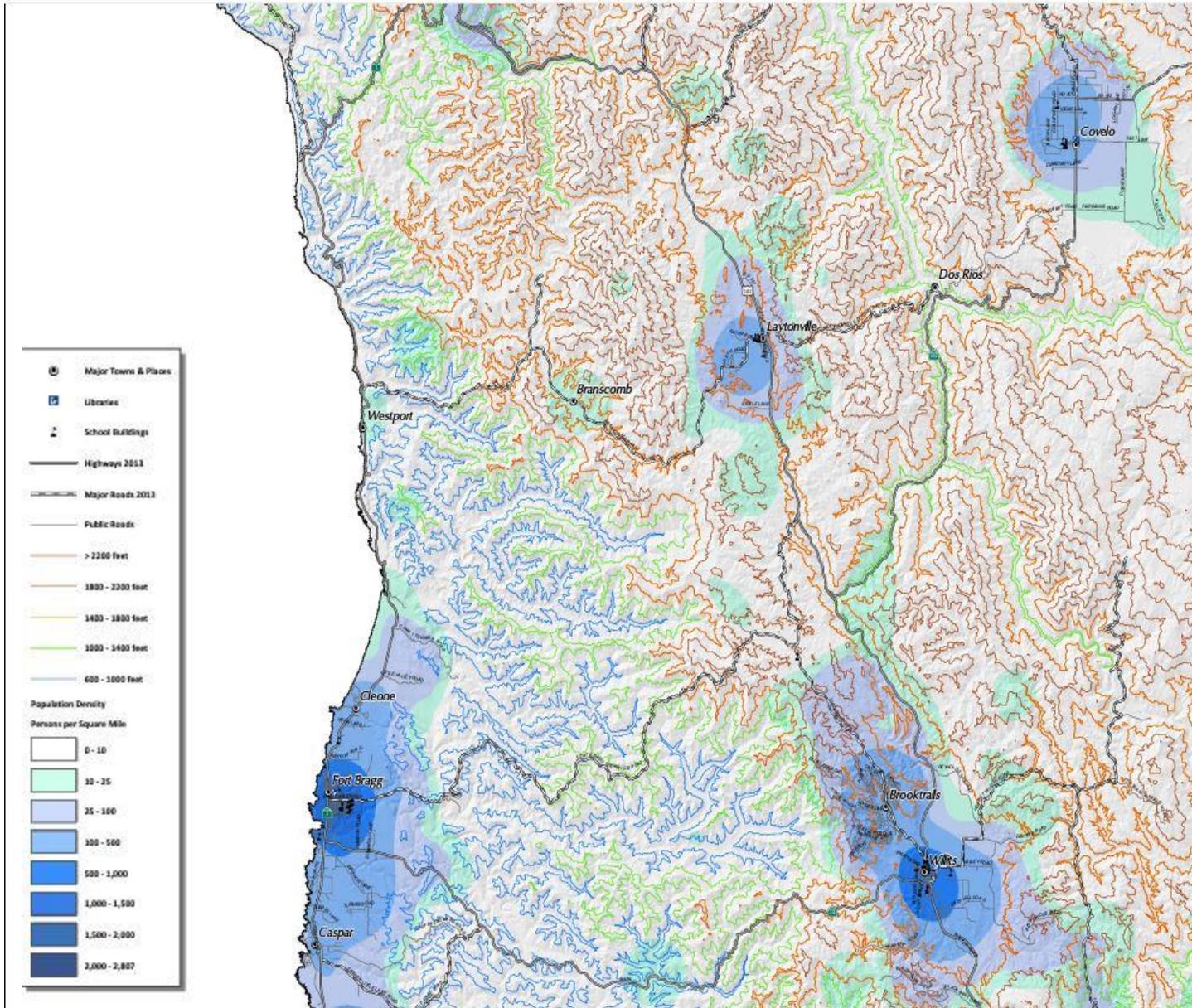
Priority Populations Map

<https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=6b4b15f8c6514733972cabdd3108348>



Laytonville Zoning Map

<https://www.mendocinocounty.org/government/planning-building-services/zoning-web-map>



www.mendocinocounty.org/home/showpublisheddocument/6984/636295823871970000

A Summary of Transit Center

i. Implementing agency or agencies

Mendocino Council of Governments and Mendocino Transit Authority

ii. Project title:

Ukiah Transit Center

iii. Dates for the start and end of each project phase

2024-2029

iv. Summary of project scope:

A future transit center to accommodate service and ridership growth.

Development of a new Ukiah Transit Center. This centrally located multimodal center will connect all transportation services (MTA, LTA, HTA, Amtrak, Greyhound), cyclists, pedestrians, park and ride, etc. First priority is to secure purchase of the identified property.

Total project costs:

Ukiah Transit Center Development: \$2,000,000.00

Land Acquisition & Site Development

vi. Identification of the source, type and amount of all funding:

SB 125 TIRCP Funding \$2,000,000.00

b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.

- 2024: Acceptance of Ukiah Transit Center Feasibility Study
- 2024: Begin grant writing and submissions.
- 2025: Grant Allocation
- 2026: Complete site purchase
- 2026: Permitting and Design
- 2027: Construct Transit Center
- 2028-2029: Begin operations and transit service to Ukiah Transit Site

c. Project Location – [See Maps below](#)

d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.

- Encouraging the use of public transportation, buses can reduce the number of individual vehicles on the road. Public transit is generally more energy-efficient and can transport a larger number of people, thereby reducing per capita emissions compared to private vehicles.
- Providing seamless connectivity between different modes of transportation (buses, bicycles, etc.) makes it easier for people to choose sustainable options. This integration encourages the use of transit over personal vehicles.
- Proximity to transit centers can encourage walking and cycling to and from the transit facilities. This promotes active transportation methods that produce zero emissions and contribute to public health.
- Transit-oriented development (TOD) around transit centers can lead to more compact, mixed-use developments. This reduces the reliance on cars and promotes walking and cycling, ultimately reducing GHG emissions associated with urban sprawl.
- Designing and implementing energy-efficient transit facilities can further contribute to GHG reduction. This includes energy-efficient lighting, heating, and cooling systems, as well as incorporating renewable energy sources like solar panels.

- Transit centers can facilitate carpooling and ride-sharing programs, reducing the number of vehicles on the road and optimizing transportation resources.
- A transit center's role in reducing GHG emissions involves a combination of promoting public transportation, supporting sustainable urban planning, using energy-efficient infrastructure, and encouraging environmentally friendly modes of transportation.

e. An explanation of expected ridership benefits of the project when constructed.

- To the passenger, a transit center can be a crucial link in the overall transit trip providing easy access, connections to regional transportation, comfort and protection from the elements, a sense of security, pleasant surroundings, and a clear view of the approaching bus.
- To the transit service, a transit center can make the boarding and alighting process safer in terms of traffic and passenger safety, and more efficient by providing parking for a large number of buses at one time, thereby reducing delays. It can also provide a break facility for transit staff that improves their work environment.
- To the public, a transit center can improve the public perception of the transit program as it is visible “on the street” and part of the community 24/7. It can also serve as a hub for other alternative transportation modes, such as cycling, walking and micro mobility.

f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.

A transit center, when properly designed and implemented, can provide direct, meaningful, and assured benefits to disadvantaged communities, low-income communities, or low-income households in several ways.

Improved Access to Transportation: Enhanced connectivity makes it easier for residents of disadvantaged communities to access affordable and efficient transportation options, reducing their dependence on private vehicles.

Affordable Transportation Options: By providing affordable transit options, transit centers can help low-income individuals and households save money on commuting expenses.

Increased Mobility and Accessibility: This increased mobility can be particularly beneficial for individuals without personal vehicles, enabling them to reach employment centers, educational institutions, and essential services more easily.

Job Access and Economic Opportunities: Improved transportation access can connect residents of disadvantaged communities to employment opportunities located in other parts of the city or region. Transit centers can contribute to economic development by facilitating the movement of workers to job centers and supporting local businesses.

Reduced Transportation Inequity: A well-designed transit center can help address these inequities by providing equal access to transportation resources, ensuring that all residents have the opportunity to benefit from public transit.

Community Development and Revitalization: The increased connectivity and accessibility can attract investment, businesses, and amenities, leading to a positive impact on the overall quality of life in the community.

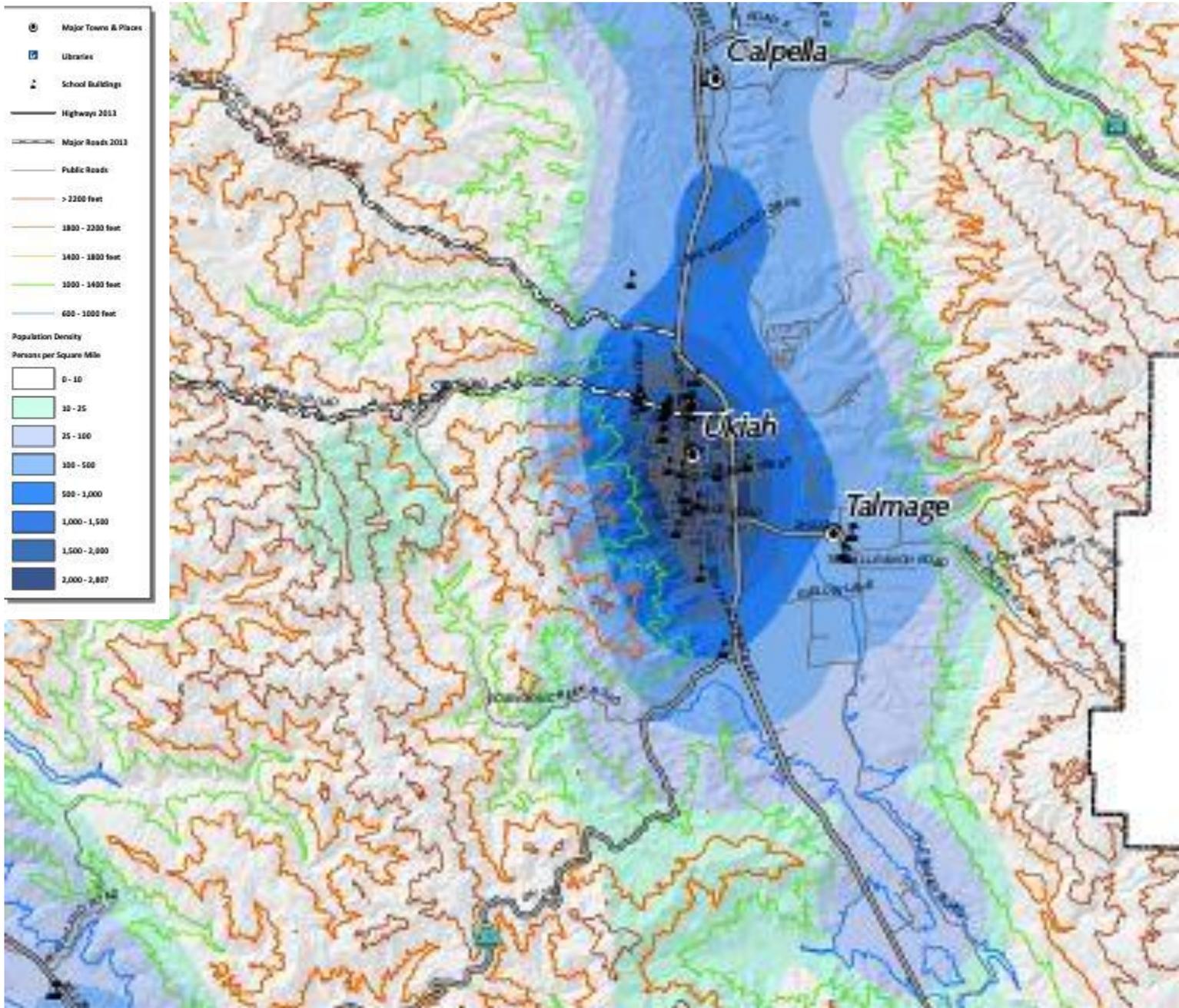
Environmental Benefits: Public transit is generally more environmentally friendly than private vehicles, contributing to reduced air pollution and congestion, positively impacting the health and well-being of residents.

Community Engagement and Empowerment: Community engagement can lead to the development of services that directly address the challenges faced by low-income households.

In summary, a transit center can provide direct and meaningful benefits to disadvantaged communities by improving transportation access, affordability, job opportunities, and overall community development. Careful planning, community engagement, and consideration of the unique needs of the target population are essential for ensuring the success and effectiveness of a transit center in serving low-income households.

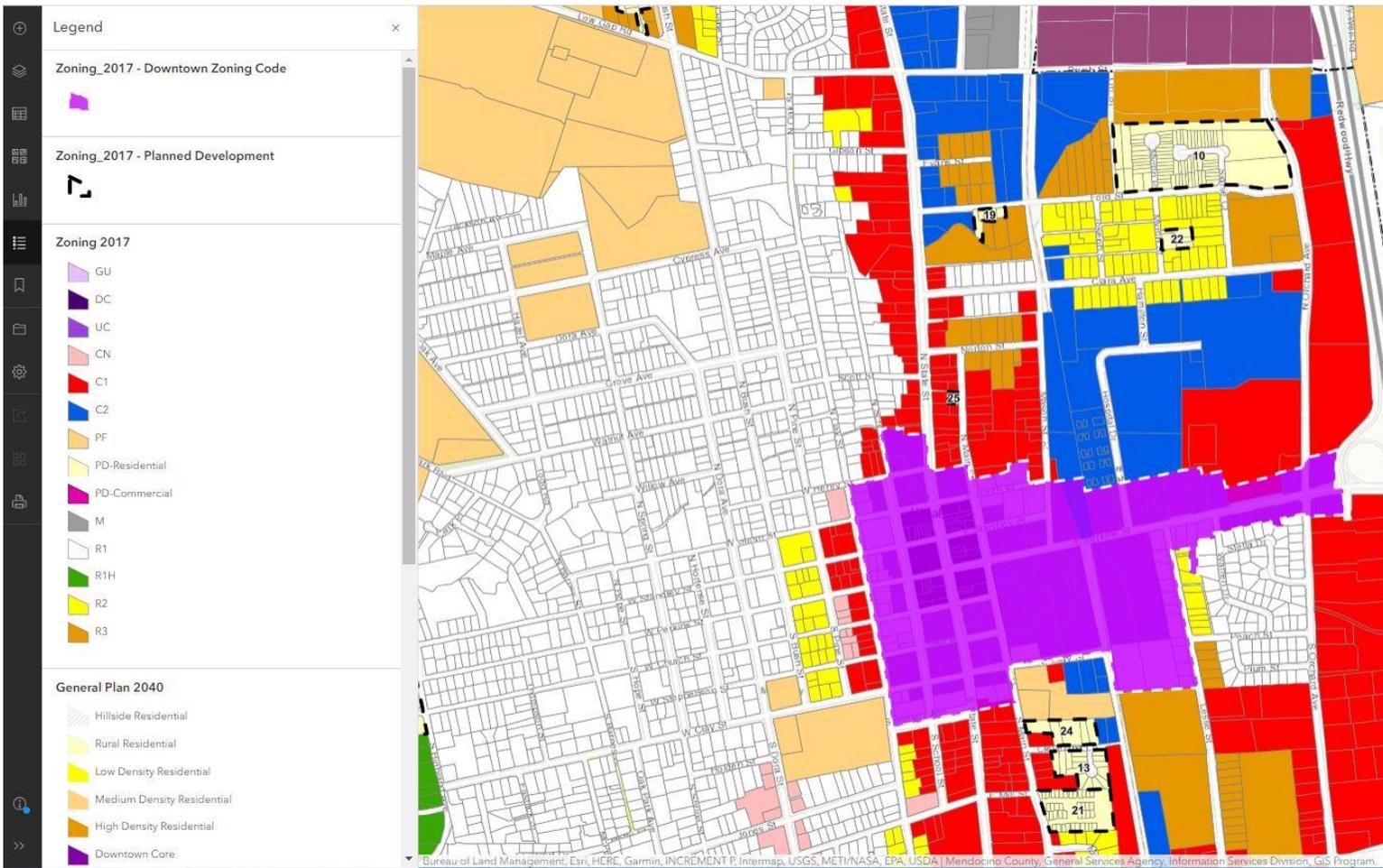
Figure 5
Potential Ukiah Transit Center Locations (Sites 1, 2, 3, 4, 5 and 8)





Population density Map Ukiah

<https://www.mendocinocounty.org/home/showpublisheddocument/6984/636295823871970000>



Zoning Map

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=17bf07206a01467f86e3a3a910391bb4>

ZETCP Capital

A summary of Bus Replacement

Implementing agency or agencies

[Mendocino Council of Governments](#)

[Mendocino Transit Authority](#)

Project title

[MTA Facilities and Vehicle Improvements and Service Expansion](#)

Dates for the start and end of each project phase

[2025](#)

Summary of project scope

[Replace old diesel bus with electric buses per California ICT regulation.](#)

Total project costs, including identification of the amount of funding used for project management as budgeted for the agency or agencies involved (inclusive of RTPA project management)

[\\$2,742,862](#)

Identification of the source, type and amount of all funding

[\\$2,348,229 TIRCP](#)

[\\$394,660 ZETCP](#)

A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.

[Order Bus 2025, bus build 2026, receive bus 2027.](#)

Project Location – provide a map for each of the following, where relevant:

[Mendocino County](#)

Project location denoting the project site. Provide a KML file showing project location(s) and impacted transit lines.

Identification of whether the entire project, or only certain components, address AB 1550 benefits, and identification of the portion of the budget related to those components.

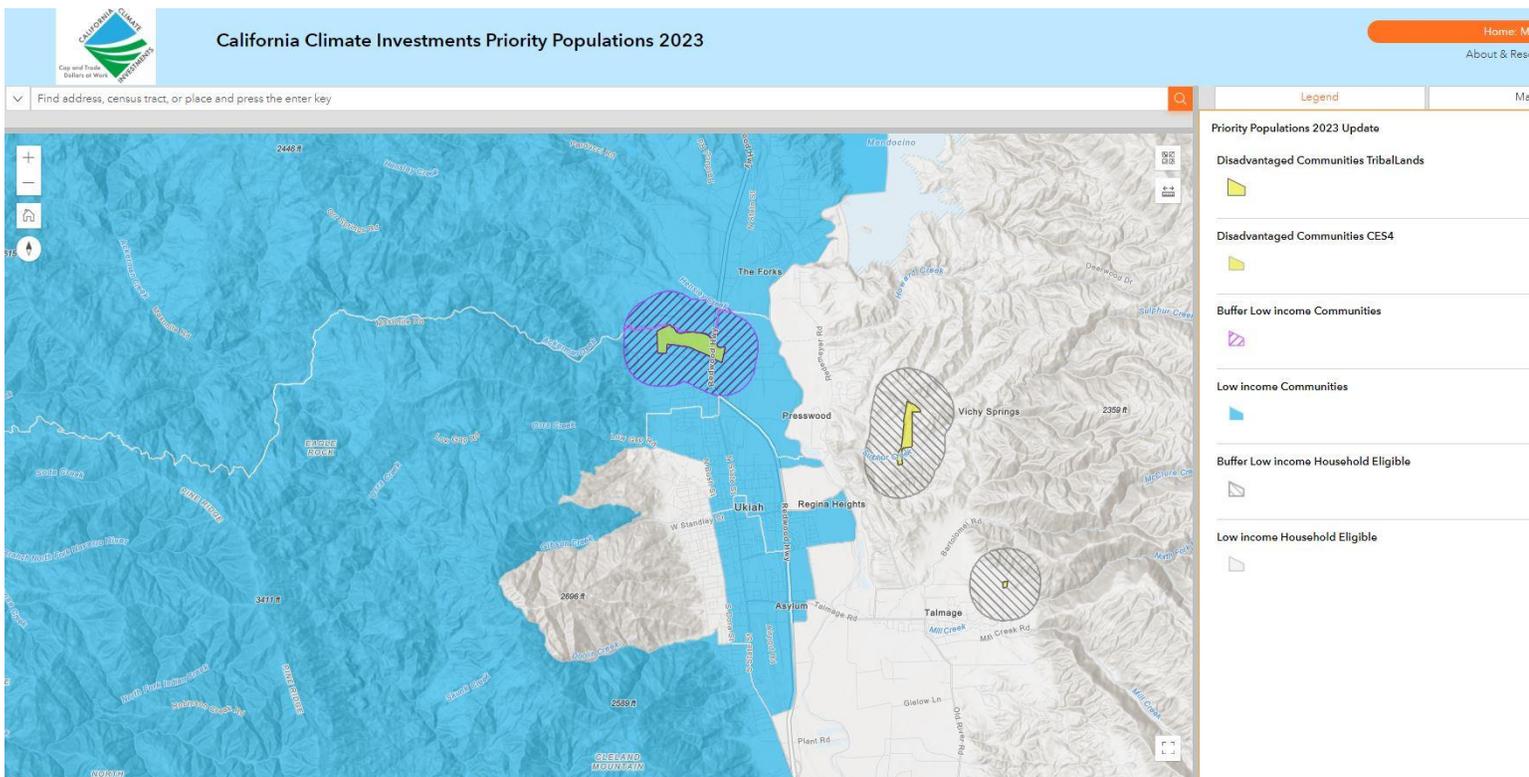
Improved Air Quality: Electric buses produce zero tailpipe emissions, leading to improved air quality in the Ukiah area. Disadvantaged communities often face a higher burden of air pollution, and transitioning to electric buses can directly reduce their exposure to harmful pollutants.

Reduced Environmental Burden: Electric buses contribute to a reduction in overall greenhouse gas emissions and air pollutants, thus lessening the environmental burden on these communities.

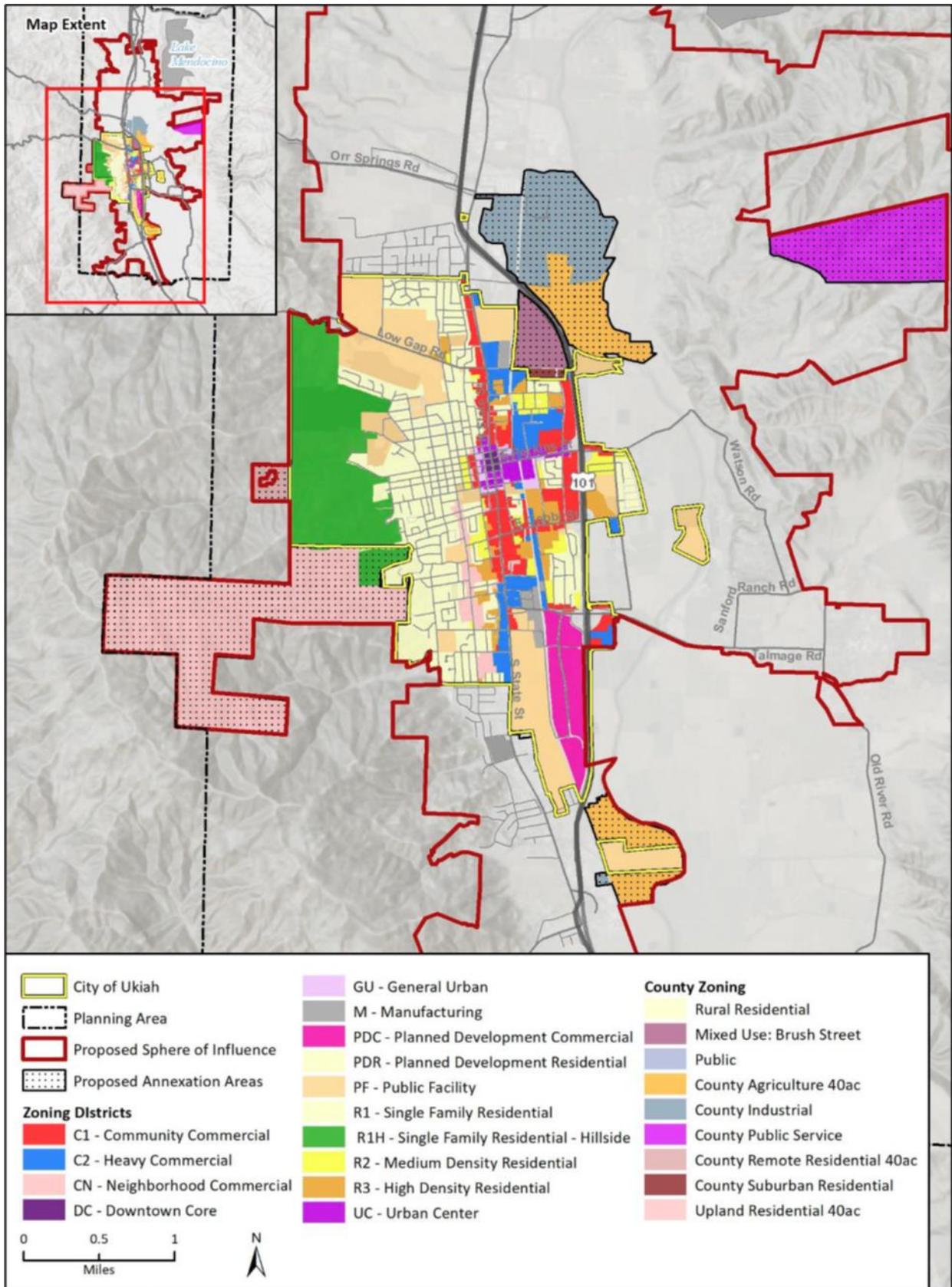
Health Benefits: Electric buses contribute to a quieter and cleaner urban environment. This can lead to health benefits for residents in low-income communities, including a reduction in respiratory issues and other health problems associated with exposure to air pollution.

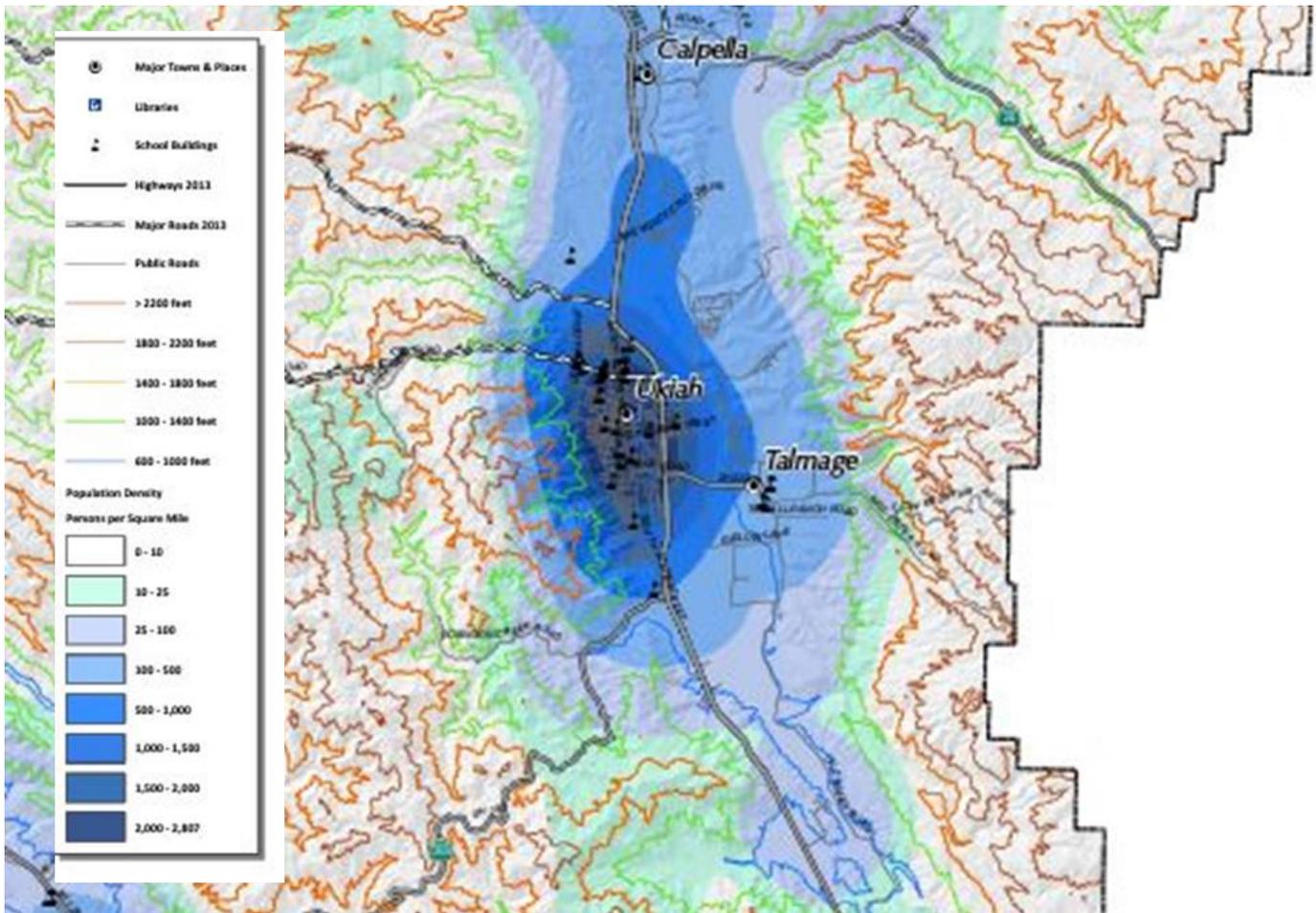
Equitable Access to Transportation: Enhancing public transportation, particularly with environmentally friendly options like electric buses, improves mobility for residents in low-income communities. It ensures that individuals who may not have access to personal vehicles can rely on efficient, affordable, and environmentally friendly transit services.

Reduced Energy Costs for Low-Income Households: If the transit agency uses renewable energy sources to charge electric buses, it can contribute to lower energy costs in the long term. This can indirectly benefit low-income households by potentially reducing energy bills for the transit agency, which could be reflected in fare structures or community programs.



<https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=6b4b15f8c6514733972cabdda3108348>





www.mendocinocounty.org/home/showpublisheddocument/6984/636295823871970000