Yuba-Sutter Transit Climate Action Plan

Enhancing Mobility with Reduced Carbon Footprint

April 15, 2022

Yuba-Sutter Transit

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1. Introduction

History & Purpose of the Plan

Initiated by the California Air Resources Board (CARB) consideration of the Innovative Clean Transit Regulation that was ultimately adopted in December 2018, Yuba-Sutter Transit analyzed the existing Maintenance, Operations and Administration Facility to determine its feasibility to transition to zero emission buses. This analysis, which is contained in Chapter 5 – Battery Electric Bus Feasibility of the Corridor Enhancement Plan, found that just 12 Battery Electric Buses (BEBs) could be charged and maintained at the current facility and that additional buses would require significant infrastructure investment. Much of that investment, however, would be lost if/when Yuba-Sutter Transit outgrew the current facility and moved to a new location. Because the facility was already operating at its maximum parking capacity, the Yuba-Sutter Transit Board of Directors chose to pursue replacement of the existing facility as the most cost-effective alternative for transitioning to a zero-emission fleet while allowing for future growth of the system.

The purpose of the plan is to guide Yuba-Sutter Transit during this transitionary period of constructing a new Maintenance, Operations and Administration facility and the subsequent transition to zero emission buses. Guiding these investments in capital infrastructure will have lasting impacts as the useful life of these investments range from 5 to 40 years.

Plan Scope

This plan covers the base operations of Yuba-Sutter Transit. Being the first edition and a work in progress, it is not all inclusive as additional research and work must be conducted to document and measure the full carbon footprint of Yuba-Sutter Transit.

Plan Development

This plan contains the most up to date information pertaining to Yuba-Sutter Transit's path towards long-term sustainability. This plan will be updated each time the Fleet Replacement Plan, Climate Action Goals, Greenhouse Gas (GHG) emission reduction targets or other measurable goals are updated.

Plan Implementation

This plan will document past decisions and be updated as the Board makes new policy decisions regarding sustainability, reduction of GHG emissions, climate action strategies and fleet replacement. By documenting these decisions, the path toward sustainability will be laid so future decisions can be made to continue the agency along the path.

2. Agency Overview

The sole provider of public transportation for the Counties of Sutter and Yuba and the Cities of Live Oak, Marysville, Wheatland and Yuba City, Yuba-Sutter Transit operates a network of local fixed route, intercity commuter, demand-response (Dial-A-Ride) and rural route services for the bi-county area. Service is operated Monday through Saturday. No service is provided on Sundays or major holidays. Yuba-Sutter Transit contracts with a private provider for the operation and maintenance of all services.

Service Area

Yuba-Sutter Transit has a fleet of 51 revenue vehicles (22 fixed route, 16 demand response/rural route and 13 commuter buses) operating six urban fixed routes; three rural routes; an urban Dial-A-Ride service; and an intercity commuter service between Marysville/Yuba City and downtown Sacramento. Yuba-Sutter Transit's six local fixed routes serve the Cities of Yuba City and Marysville and the unincorporated Yuba County communities of Linda and Olivehurst. A total of 931,951 passenger trips were provided by these services in FY 2019.

Services Provided

Fixed Route

Yuba-Sutter Transit offers six fixed routes that operate from generally operate from 6:30 a.m. to 6:30 p.m. on weekdays and from 8:30 a.m. to 5:30 p.m. on Saturdays. Route 1 is a trunk route offering half-hour service across the urban area from the Walton Terminal in west Yuba City to Yuba College in east Linda. Route 2 is a loop route of Yuba City that offers half-hour service on weekdays and hourly service on Saturdays. Route 5 is an hourly service that connects south Yuba City with the Walton Terminal for connections to Routes 1 and 2. Route 4 is an hourly loop route of Marysville with service to the North Beale Transit Center in Linda for connections with Routes 1, 3 and 6. Route 3 is a half-hour route serving the Linda/Olivehurst communities from south Olivehurst to Yuba College with connections to other routes at the North Beale Transit Center. Route 6 is an hourly service in Linda that offers connections with other routes at Yuba College and the North Beale Transit Center.

Dial-A-Ride

The Dial-A-Ride service is available in the urban area from 6:30 a.m. to 9:30 p.m. on weekdays and from 8:30 a.m. to 5:30 p.m. on Saturdays. The service is available only to eligible seniors (65+) and persons with disabilities except after 6:00 p.m. on weekdays when is open to all passengers without restriction.

Rural Routes

The Foothill Route connects the communities of Brownsville, Oregon House, Willow Glen, and Loma Rica to Marysville offering two roundtrips every Tuesday, Wednesday, and Thursday. Passengers can connect with other Yuba-Sutter Transit services at the Yuba County Government Center in Marysville.

The Live Oak Route offers two roundtrips between the City of Live Oak and Marysville/Yuba City on weekdays. Passengers can connect to other Yuba-Sutter Transit services at the Alturas & Shasta Terminal in Yuba City or at the Yuba County Government Center in Marysville.

The Wheatland Route offers one round trip each weekday between the City of Wheatland and Linda and Marysville. Connections to other Yuba-Sutter Transit services are possible at the North Beale Transit Center in Linda and at the Yuba County Government Center in Marysville.

Commuter Service

Yuba-Sutter Transit provides both peak hour commuter and midday service each weekday between Marysville/Yuba City and downtown Sacramento via both State Route (SR) 99 and 70 corridors. The commuter service consists of ten morning runs (six via SR 99 and four via SR 70) and ten afternoon runs from Sacramento (six via SR 99 and four via SR 70). Morning downtown arrival times are provided between 6:15 and 7:40 a.m. Afternoon commute trips leave downtown Sacramento between 3:45 p.m. and 5:35 p.m. The Mid-Day Express offers three round trips each weekday that arrive in downtown Sacramento at 9:00 a.m., noon and 2:00 p.m.

Facility types

Yuba-Sutter Transit's existing operations, maintenance and administration facility is an over 60-year-old former Seven-Up Bottling plant that was purchased and converted for transit use in 1996 and expanded again in 2011 to its current maximum capacity. This undersized (3.2-acre) and technologically obsolete facility lacks sufficient space to accommodate future growth or transition to a zero-emission bus fleet.

Financial information

The annual operating budget of Yuba-Sutter Transit is approximately $8.3 million annually. Besides the contract at a cost of $6.2 million which utilizes 75% of the budget, fuel is the largest expense at $680,000 annually or 8% of the budget. In addition, energy usage is substantial at an annual cost of $52,000 which is just under 1% budget. Therefore, increases in efficiency, labor savings for not having to refuel often, warm up buses, check oil, check for leads and whatnot will help with the overall system efficiency and result in cost savings.

3. Emissions Inventory

Bus Fleet

Yuba-Sutter Transit regularly replaces its buses to control maintenance costs and to maintain a reliable fleet which provides an opportunity to continually reduce GHG emission as newer buses replace older buses. The current makeup of the 51-bus fleet is shown in Table 1 below.

Table 1: Current Yuba-Sutter Transit Fleet

Quantity	Year	Service	Make	Model	Engine	Fuel	Passengers
3	2010	Commuter	MCI	D4500	11.0L	Diesel	57
3	2012	Commuter	MCI	D4500	11.9L	Diesel	57
6	2013	Fixed Route	Gillig	35DD	8.9L	Diesel	32
5	2014	Fixed Route	Gillig	35DD	8.9L	Diesel	32
6	2014	Dial-A-Ride	Chevy	Titan II 4500	6.6L	Diesel	16
7	2018	Commuter	MCI	D4500	11.9L	Diesel	57
10	2019	Dial-A-Ride	Ford	Universal	6.8L	Gasoline	16
11	2019	Fixed Route	Gillig	G27B	8.9L	Diesel	31

Operating the current level of service, the fleet traveled nearly 1.2 million miles in 2021 broken down as approximately 220,000 miles on the Dial-A-Ride buses, 579,000 miles on the fixed route buses and 386,000 miles on the commuter buses. Baseline GHG emission must be measured in relation to the average annual fleet miles as emissions increase as miles increase. Table 2 represents the 2021 GHG emission of transit bus operations for Yuba-Sutter Transit. This figure can be tracked annually and will change as mileage changes and the fleet is upgraded to low or zero emission vehicles.

Table 2: Total Metric tons and emissions per VMT of GHG

Fleet	Year	Gallons	Miles	Emissions MTCO2e	Per VMT
MTCO2e Diesel Buses (41)	2021	185,127	1,053,931	1,902.46	0.00180511
MTCO2e Gas Buses (10)	2021	26,092	139,858	230.00	0.0016476
Totals		**211,219**	**1,193,789**	**2,132.46**	**0.0017867**

Energy Use

Yuba-Sutter Transit installed an emergency backup generator in 2019 to alleviate the inconsistency of the local power grid. The project required an extensive analysis of current and past energy use to right size the generator and conduct other electrical infrastructure upgrades. From that time, Yuba-Sutter Transit has tracked energy usage and costs for accountability and to create a baseline to measure future success in reducing energy use (See Appendix C).

4. Past and Current Initiatives

Yuba-Sutter Transit has taken several actions in recent years to reduce our carbon footprint and operating costs. Some of the key initiatives are discussed below.

Zero-Emission Bus Fleet Conversion Policy

In July 2021, the Yuba-Sutter Transit Agency Board of Directors adopted the Zero-Emission Bus Fleet Conversion Policy Resolution. The California Air Resources Board (CARB) passed the Innovative Clean Transit (ICT) regulation in December 2018 which will require that all public transit agencies gradually transition to a 100 percent zero-emission bus (ZEB) fleet with a statewide goal for a full transition by 2040. To achieve this, beginning January 1, 2026, 25% of all bus orders by small agencies such as Yuba-Sutter Transit must be ZEBs until January 1, 2029, when 100% of all buses ordered must be ZEBs. The Yuba-Sutter Transit resolution has committed to the 100% conversion to zero-emission buses by 2035, well in advance of the statewide goal of 2040. This commitment is contingent upon receiving the funding to construct the Next Generation Zero Emission Transit Maintenance, Operations and Administration Facility by 2026 to maintain and operate ZEBs. With this facility, based on the current fleet replacement plan, the entire fleet could be zero-emission by 2035.

Existing Transit Maintenance, Operations & Administration Facility

Yuba-Sutter Transit's existing facility was updated in 2011 with energy saving features that continue to provide both cost-saving and GHG reduction benefits. One of these features is a high efficiency centrally controlled smart heating and air conditioning system that allows the controller to set temperatures and operating hours in specific work areas to minimize energy use when climate control is not needed, or employees are not on site.

Lighting Retrofit

In 2020, maintenance and wash bay lights that are on up to 20 hours a day, six days a week were retrofitted with LED lights to reduce energy usage. These and other lights throughout the facility are also centrally controlled to turn off when that portion of the facility is not in use.

Recycling & Resource Recovery

Yuba-Sutter Transit has long collected paper, plastic, glass, cardboard, and metal for recycling. Desk-side recycling bins are provided throughout the facility for convenience. These items are deposited in one of two large dumpsters (one for metal and one for mixed recyclables) that are serviced by the local solid waste collection company. In addition, California Redemption Value (CRV) items (plastic, glass, and aluminum beverage containers) are collected throughout the facility and taken to a local recycling facility with the proceeds going into an employee fund.

5. Emission Reduction Goals and Targets

Yuba-Sutter Transit has taken steps and will continue to take steps to operate in an environmentally conscious manner. The goals below reflect the continuation of some practices that are already in place while also pushing the agency to implement additional practices that will have impactful and long reaching effects.

Yuba-Sutter Transit Goals:

- Reduce waste by adding organic waste collection service for the existing facility and adding organic waste containers in break rooms by 2024.
- Construct all new maintenance facilities to accommodate zero-emission buses by 2026.
- Construct new administration facility that minimizes water and energy use 2026.
- Use 100% renewable electricity for facility operations by 2026.
- Maintain metal, mixed recyclables, and organic waste collection service at the new facility in 2026.
- Reduce water use and minimize organic waste generation from landscaping at the new facility by planting native plants by 2026.
- Achieve a 25% percent reduction from the 2021 level of GHG emissions created by transit operations by 2030.
- Eliminate all GHG emissions from non-revenue vehicles by 2030.
- Transition to a 100% zero-emission bus fleet by 2035.

The goals above are based on a 2021 baseline.

6. Strategies and Actions

Yuba-Sutter Transit has long operated one of the most cost-effective public transportation systems in California as measured in cost per hour of service. This is achieved by keeping overhead costs low and operating services at levels that are justified by ridership. Therefore, strategies to increase operational efficiencies and reduce the need for the purchase of fossil fuels in daily operations have been adopted.

As a small agency with just five employees, each Yuba-Sutter Transit employee wear many hats, and each plays a key role and takes responsibility for carrying out the goals of the agency. The following strategies and actions will be carried out collectively in coordination with our private service provider to reduce Yuba-Sutter Transit's carbon footprint and make the agency more sustainable.

Table 3: Goal #1 – Construct an Energy-Neutral Next Generation Zero-Emission Transit Maintenance and Operations Facility

Strategy	Actions	Metric to track progress	Timeframe
Reduce Electricity Usage	Install energy efficient lighting	LED lighting at new facility	2026
	Install solar to offset building electricity use	Solar on maintenance and administration building	2026
	Install solar to charge buses	Solar over bus parking at new facility	2026
Reduce natural gas usage to zero	Install high efficiency electric heating and cooling systems	New facility to be 100% electric	2026
Reduce GHG Emissions of Yuba-Sutter Transit	Install employee and public electric vehicle chargers	# of chargers at new facility	2026

Table 4: Goal #2 – Transition to 100% ZEB Fleet by 2035

Strategy	Actions	Metric to track progress	Timeframe
Electrify bus fleet	Update Fleet Capital Replacement Plan	Annual Update	2022
	Construct new maintenance facility to accommodate electric buses	Grant Funding being sought	2026
	Staff training to service ZEB	Meet with contractor	2024
	Purchase and put in operation 5 electric buses	Seek funding for buses	2026

Table 5: Goal #3 – Increase Ridership by Implementing System Operational Changes Recommended by the Comprehensive Operational Analysis / Short Range Transit Plan (COA/SRTP)

Strategy	Actions	Metric to track progress	Timeframe
Operational Efficiencies	Increase passengers per hour on all services especially Dial-A-Ride	COA Implementation	2023
	Reconfigure or eliminate poor performing services	COA Implementation	2023
	Expand modes offered to expand ridership base	COA Implementation	2024
	Implement more specialized service to expand ridership base	Seek funding for buses	2025

7. Implementation and Monitoring

The linchpin for Yuba-Sutter Transit to achieve the goals that are set forth in this plan is the construction of the Next Generation Zero-Emission Transit Maintenance, Operations and Administration Facility with the capacity to maintain and operate ZEBs. Yuba-Sutter Transit has completed a facility feasibility and site selection study that resulted in the July 2021 purchase of the preferred 19.7-acre site. Funding is now being sought for the design and construction of this facility using the services of a grant writing consultant to assist in this process. The facility, which will be designed to house transit operations for the next 30 - 50 years, will have sufficient space for a potential hydrogen fueling station and for the near term substantial electrical infrastructure will be installed. Space will also be available for alternative modes of transportation for implementation as they make sense in the region.

While the new facility will make many of the goals of this plan possible, staff is currently working on a Comprehensive Operational Analysis / Short Range Transit Plan (COA). This study, which is expected to be completed by mid-2023, will be a top-to-bottom evaluation of the existing transit system and the services being offered for recommendations on changes and/or alternative operating models, services or technology that can be implemented to increase ridership, enhance the rider experience, and better meet the needs of the community.

Combined, these two critical projects will drive implementation of the goals outlined in this plan allowing the agency to deliver more-effective transit services more efficiently. Staff is working diligently to complete both the facility and the COA to move Yuba-Sutter Transit forward toward a more sustainable, greener, and energy-neutral future.

Funding will be the key challenge in this process as multiple outside funding partners are needed for the facility; the incremental cost of a ZEB fleet; and for the ongoing operation and expansion of Yuba-Sutter Transit's network of services. Fortunately, there are several state and federal programs that may be able to supply the funds to complete the project and transition to a ZEB fleet.

In coming years, additional analysis will be done to more fully capture Yuba-Sutter Transit's total carbon footprint which would consist of measuring GHG emission from non-revenue vehicles, employees traveling to/from work, natural gas usage, and organic waste.

Appendix A: GHG Calculations

		Diesel Bus MY 2007-2018			Gasoline Bus	
		gallons	VMT		gallons	VMT
Fleet Energy Usage		185,127	1,053,931		26,092	139,858

Mileage Based Emission Factors	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus
	g/mi	g/mi	g/mi
Methane (CH4)	0.0095	0.0326	10
Nitrous oxide (N20)	0.0431	0.0082	0.001

**The emission rates for gasoline buses vary each model year. See the Climate Registry default emissions source (url listed below) for emission rates for earlier model years*

Volume Based Emission Factors	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus
	g/gallon	g/gallon	g/standard ft
Carbon dioxide (CO2)	10,210	8,780	54.444

**The emission rates for gasoline buses vary each model year. See the Climate Registry default emissions source (url listed below) for emission rates for earlier model years*

Annual Emissions

	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus
CH4 Emissions (grams)	10,012	4,559	-
N20 Emissions (grams)	45,424	4,559	-
CO2 (grams)	1,890,146,670	229,087,760	-

	Diesel Bus MY07-18	Gasoline Bus (MY18)*	CNG ICE Bus	**Fleet Total**
CH4 Emissions (grams) to MTCO2e	0.28	0	-	
N20 Emissions (grams) to MTCO2e	12.04	1	-	
CO2 (grams) to MTCO2e	1,890.15	229	-	
Annual MTCO2e	1,902.46	230	-	**2,133**
Annual MTCO2e per VMT	0.001805113	0.0016476		**0.001786654**

Appendix B: Current Vehicle Fleet

YUBA-SUTTER TRANSIT VEHICLE INVENTORY										
Updated/Worked on: 12/30/21										
REVENUE VEHICLES					Total Seating		Date	Estimated Replacement	Lifetime Mileage	
Bus #	Year	Make	Model	Engine Type	Capacity	License #	Into Service	Date	12/31/21	Length (ft)
1681	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419393	2/1/2014	2022	186,697	25
1682	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419452	2/1/2014	2022	179,841	25
1683	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419450	2/1/2014	2022	203,591	25
1684	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419041	2/1/2014	2022	186,214	25
1685	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419437	3/1/2014	2022	196,235	25
1686	2014	Chevy/Glaval	Titan II 4500	6.6 L/Diesel	16/2	1419439	3/1/2014	2022	191,378	25
1690	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568490	7/22/2019	2026	44,030	24
1691	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568489	7/22/2019	2026	42,632	24
1692	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568486	7/11/2019	2026	44,586	24
1693	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568594	7/22/2019	2026	38,111	24
1694	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568488	7/11/2019	2026	46,811	24
1695	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568587	7/22/2019	2026	45,234	24
1696	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568588	7/11/2019	2026	43,296	24
1697	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568487	7/11/2019	2026	44,333	24
1698	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568597	7/11/2019	2026	45,990	24
1699	2019	Ford/Glaval	Universal	6.8L/V-10 Gas	16/2	1568589	7/11/2019	2026	41,564	24
3150	2019	Gillig	Low Floor G27B	Diesel	31/2	1367213	11/19/2019	2031	58,417	35
3151	2019	Gillig	Low Floor G27B	Diesel	31/2	1367214	11/19/2019	2031	62,369	35
3152	2019	Gillig	Low Floor G27B	Diesel	31/2	1367243	11/20/2019	2031	53,561	35
3153	2019	Gillig	Low Floor G27B	Diesel	31/2	1367244	11/19/2019	2031	57,585	35
3154	2019	Gillig	Low Floor G27B	Diesel	31/2	1367245	11/21/2019	2031	51,747	35
3155	2019	Gillig	Low Floor G27B	Diesel	31/2	1367246	11/20/2019	2031	61,222	35
3156	2019	Gillig	Low Floor G27B	Diesel	31/2	1367247	11/21/2019	2031	60,028	35
3157	2019	Gillig	Low Floor G27B	Diesel	31/2	1367248	11/21/2019	2031	56,850	35
3158	2019	Gillig	Low Floor G27B	Diesel	31/2	1367249	11/22/2019	2031	57,258	35
3159	2019	Gillig	Low Floor G27B	Diesel	31/2	1367250	11/22/2019	2031	58,571	35
3160	2019	Gillig	Low Floor G27B	Diesel	31/2	1367251	11/22/2019	2031	39,676	35
3230	2013	Gillig	35DD	8.9lL/Diesel	32/2	1367117	12/1/2013	2026	224,217	35
3231	2013	Gillig	35DD	8.9lL/Diesel	32/2	1267456	1/1/2014	2026	201,179	35
3232	2013	Gillig	35DD	8.9lL/Diesel	32/2	1267458	1/1/2014	2026	242,284	35
3233	2013	Gillig	35DD	8.9lL/Diesel	32/2	1267457	1/1/2014	2026	259,551	35
3234	2013	Gillig	35DD	8.9lL/Diesel	32/2	1304743	1/1/2014	2026	256,230	35
3235	2013	Gillig	35DD	8.9lL/Diesel	32/2	1304744	1/1/2014	2026	268,240	35
3236	2014	Gillig	35DD	8.9lL/Diesel	32/2	1304745	1/1/2014	2026	236,252	35
3237	2014	Gillig	35DD	8.9lL/Diesel	32/2	1321328	1/1/2014	2026	238,237	35
3238	2014	Gillig	35DD	8.9lL/Diesel	32/2	1321329	1/1/2014	2026	240,767	35
3239	2014	Gillig	35DD	8.9lL/Diesel	32/2	1304746	1/1/2014	2026	266,820	35
3240	2014	Gillig	35DD	8.9lL/Diesel	32/2	1304747	1/1/2014	2026	248,011	35
5701	2010	MCI	D4500	11.0 L/Diesel	57/2	1267492	5/1/2010	2025	452,537	45
5702	2010	MCI	D4500	11.0 L/Diesel	57/2	1267493	5/1/2010	2025	450,120	45
5703	2010	MCI	D4500	11.0 L/Diesel	57/2	1267494	5/1/2010	2025	429,602	45
5704	2012	MCI	D4500	11.9 L/Diesel	57/2	1304640	11/1/2012	2027	346,010	45
5705	2012	MCI	D4500	11.9 L/Diesel	57/2	1304641	11/1/2012	2027	352,875	45
5706	2012	MCI	D4500	11.9 L/Diesel	57/2	1304642	11/1/2012	2027	351,860	45
5707	2018	MCI	D4500	11.9 L/Diesel	57/2	1367152	7/1/2018	2034	132,879	45
5708	2018	MCI	D4500	11.9 L/Diesel	57/2	1367153	7/1/2018	2034	135,048	45
5709	2018	MCI	D4500	11.9 L/Diesel	57/2	1367154	7/1/2018	2034	128,572	45
5710	2018	MCI	D4500	11.9 L/Diesel	57/2	1367205	7/1/2018	2034	124,685	45
5711	2018	MCI	D4500	11.9 L/Diesel	57/2	1367206	7/1/2018	2034	139,954	45
5712	2018	MCI	D4500	11.9 L/Diesel	57/2	1367207	7/1/2018	2034	135,936	45
5713	2018	MCI	D4500	11.9 L/Diesel	57/2	1367208	7/1/2018	2034	139,626	45
NON-REVENUE VEHICLES										
005	2003	Ford Truck	F350	6.0 L/Diesel	3	1153539	n/a	2030	42066	n/a
SUPERVISOR (TRANSDEV) VEHICLES										
010	2007	Ford	Escape	Gas/Hybrid	5	5YCK199	Not reported to NTI	2030	132788	n/a
011	2009	Ford	Escape	Gas/Hybrid	5	6FOL894	Not reported to NTI	2030	151794	n/a
012	2006	Ford	Explorer	Gas	5	047RGP	Not reported to NTI	2030	123142	n/a
013	2012	Chevy	Cruze	Gas	5	6XOB280	Not reported to NTI	2030	59716	n/a
014	2012	Chevy	Cruze	Gas	5	6XOB307	Not reported to NTI	2030	55821	n/a

Appendix C: Energy Usage

Account	824-6		978-6				
Date	Cost	Usage (KWH)	Cost	Usage (KWH)	Total KW	Total Cost	Demand Charge
Dec-21	$43.76	134.23	$2,759.71	12,739.98	12,874.21	$2,803.47	$433.68
Nov-21	$41.95	129.19	$3,104.37	14,358.42	14,487.61	$3,146.32	$519.48
Oct-21	$48.96	147.52	$3,484.58	14,371.20	14,518.72	$3,533.54	$573.94
Sep-21	$48.92	137.21	$4,256.54	16,530.00	16,667.21	$4,305.46	$664.93
Aug-21	$49.44	144.13	$4,317.89	16,956.54	17,100.67	$4,367.33	$649.11
Jul-21	$29.63	72.59	$4,474.02	17,638.50	17,711.09	$4,503.65	$673.14
Jun-21	$10.51	0.00	$3,644.74	15,987.84	15,987.84	$3,655.25	$601.88
May-21	$61.14	31.00	$2,972.28	13,928.52	13,959.52	$3,033.42	$597.59
Apr-21	$9.86	0.00	$2,845.32	13,769.82	13,769.82	$2,855.18	$494.55
Mar-21	$25.39	68.55	$2,789.35	14,489.64	14,558.19	$2,814.74	$483.95
Feb-21	$38.07	129.96	$2,703.00	14,517.72	14,647.68	$2,741.07	$476.32
Jan-21	$42.72	146.48	$2,858.36	15,355.68	15,502.16	$2,901.08	$469.80
Dec-20	$39.84	137.00	$2,680.34	14,117.28	14,254.28	$2,720.18	$460.34
Nov-20	$43.58	130.07	$3,393.00	14,443.08	14,573.15	$3,436.58	$764.23
Oct-20	$45.52	124.43	$4,109.98	16,342.68	16,467.11	$4,155.50	$914.78
Sep-20	$43.68	120.24	$4,339.66	17,249.28	17,369.52	$4,383.34	$979.40
Aug-20	$58.53	173.07	$4,449.74	17,602.50	17,775.57	$4,508.27	$1,000.46
Jul-20	$51.72	147.73	$4,392.91	17,255.64	17,403.37	$4,444.63	$1,021.53
Jun-20	$48.25	136.51	$4,060.93	15,517.68	15,654.19	$4,109.18	$1,021.53
May-20	$41.98	131.79	$2,905.34	13,747.32	13,879.11	$2,947.32	$581.71
Apr-20	$32.16	100.69	$2,748.31	15,154.80	15,255.49	$2,780.47	$453.08
Mar-20	$34.40	114.22	$2,515.40	13,882.68	13,996.90	$2,515.40	$407.77
Feb-20	$38.74	134.32	$2,784.08	15,186.36	15,320.68	$2,784.08	$484.55
Jan-20	$41.98	148.19	$2,822.48	15,805.08	15,953.27	$2,822.48	$444.41