LCTOP FY 2024-2025 Allocation Request

Lead Agency Information

Lead Agency Name:	Bikini Bottom Transit Authority
Address:	1234 Lagoon St
City, State, Zip Code:	Bikini Bottom, MT, 01998
County:	Santa Cruz County
Agency Website:	www. Bikinibottomtransit.gov
Regional Planning Agency:	Bikini Bottom Transit Authority
Caltrans District:	7

Does your agency have an approved Title VI Plan? *(Please provide approval letter)*	Yes	**Approved Date:**	01/20/23

Allocation Request Prepared by	
Name:	Spongebob Squarepants
Title:	Fry Cook
Phone #:	(123) 456-7890
E-mail:	imready@bbta.gov

Contact *(if different than "Prepared by")*	
Name:	Patrick Star
Title:	Patrick
Phone #:	(123) 456-7890
E-mail:	nothisispatrick@bbta.gov

Authorized Agent	
Name:	Squidward Tortellini
Title:	Cashier
Phone #:	(123) 456-7890
E-mail	unrecognizedtalent@bbta.gov

Legislative District Numbers								
Assembly*:								
Senate*:								
Congressional*:								

*if you have additional Districts, please provide a separate attachment

Project Summary

Name: *No more than 180 characters.*	Krusty Krab Transit Center Station
Description (Short): *No more than 375 characters.*	As a part of a transit-oriented development plan for the Bikini Bottom, a transit center located near the Krusty Krab is planned for construction. This station is set to include a bus plaza, bicycle hub, customer service center, and pick-up/drop-off area.
Type:	Capital_Project
Sub-Type	Purchase, construction, and installation of equipment and facilities needed to provide expanded/enhanced transit service

Start date *(anticipated)* :	12/1/2025	**End date** *(anticipated)* :	6/30/2028

Funding:	**99313:**	$100,000	**99314:**	$150,000	**Total:**	$250,000

Rollover Projects: Please provide the total number of years your agency plans to accumulate funds and how many years, include this year remaining.	**Rollover Project:**	Yes
	Total Years of Rollover:	4
	Remaining Years of Rollover:	2

Project Life: For capital projects, state the project useful life in **years**. For operation projects state the number of **months** a service will be funded.	**Capital:**	30	**Years**
	Operations:		**Months**

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Funding Information

Allocation Year	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PUC 99313 Amount:	$100,000	$100,000	$100,000	$100,000			$400,000
PUC 99314 Amount:	$150,000	$150,000	$150,000	$150,000			$600,000
Total LCTOP Funds:	$250,000	$250,000	$250,000	$250,000	$0		$1,000,000
LCTOP Interest:							$0
Other GGRF:							$0
Other Funds:							$0
Total Funding:	$250,000	$250,000	$250,000	$250,000	$0	$0	$1,000,000

Lead Agency:	Bikini Bottom Transit Authority	Amount:	PUC Funds Type:
Contact Person:	Patrick Star	$100,000	99313
Contact Phone #:	1234567890	$150,000	99314
Contact E-mail:	nothisispatrick@bbta.gov		

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

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Contact Person:			99313
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Contact E-mails:			

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

Total FY 24-25 LCTOP Funding	$250,000

Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

BBTA plans on accumluating four years worth of LCTOP money to utilize in the construction of the new TOD station, with approximately 5% of the budget setting aside to fund the purchase bike racks, e-bike lockers, and its associated installation costs. The total project cost is estimated to be $1,000,000. **LCTOP will not supplant other funding sources; without LCTOP funding, this project not be feasible.**

Detailed Funding Information: This section should be completed to detail any funds included in the "Prior" column of the Funding Information section above. For projects with an approved CAP that transferred funds and/or interest into the project from previous years, include the Project ID, amount of funds transferred, and CAP approval date.

Prior funds include first year rollover LCTOP project **23-24-D7-100-Krusty Krab Transit Center Station**. No CAPs nor interest to date associated with this project.

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Funding Plan

Total Project Funding							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**Total**
PA&ED	$0	$0	$0	$0	$0	$0	$0
PS&E	$0	$0	$0	$0	$0	$0	$0
R/W	$0	$0	$0	$0	$0	$0	$0
CON	$250,000	$250,000	$225,000	$225,000	$0	$0	$950,000
Veh/Equip Purchase	$0	$0	$25,000	$25,000	$0	$0	$50,000
Operations/Other	$0	$0	$0	$0	$0	$0	$0
TOTAL	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$0**	**$0**	**$1,000,000**

Funding Source:	Low Carbon Transit Operations Program (LCTOP)						
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**Total**
PA&ED							**$0**
PS&E							**$0**
R/W							**$0**
CON	$250,000	$250,000	$225,000	$225,000			**$950,000**
Veh/Equip Purchase			$25,000	$25,000			**$50,000**
Operations/Other							**$0**
TOTAL	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$0**	**$0**	**$1,000,000**

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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**

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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**

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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**

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Funding Plan

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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

Funding Source:							
Component	**Prior**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**FY 28-29**	**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

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Project Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: **number of trips, span, frequency improvements, number of days of operation and marketing component (if applicable).** For capital projects, include: **product specifications** and identify all **LCTOP funded components**. *No more 1450 Characters*.

This project will establish a transit hub in a key commercial area to facilitate efficient commutes and enhance mobility for job seekers and the general public. The facility will feature a bus plaza, a bicycle hub with bike racks and lockers, a customer service center, and a designated pick-up/drop-off area.

The scope of work includes the **construction** of transit infrastructure and the **integration** of amenities that improve accessibility and connectivity. Specific **enhancements** include bike and pedestrian facilities such as sheltered waiting areas, real-time transit information displays, and energy-efficient lighting.

The transit center will **operate** Monday through Friday from 5:00 AM to 11:00 PM and on weekends from 6:00 AM to 9:00 PM, ensuring reliable service for commuters traveling throughout Bikini Bottom.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. **Include any public outreach, events, workshops or community input.** ***No more than 1450 characters.***

The planning process for this project included **detailed assessments** of transit demand and infrastructure requirements to ensure a connection bolsters Bikini Bottom transit network. Significant efforts were made to **engage** the community and key stakeholders, including public outreach sessions and workshops, to gather input on project design and priorities. **Equity** was a central focus, with plans developed to ensure the project **benefits** underserved and disadvantaged populations while minimizing potential burdens.

3) Project Costs - Provide an **itemized breakdown** of project components **and** describe **how the cost estimations were developed.** Please include marketing and bus wraps cost in this section. Total costs must correspond to the Funding Information section above. ***No more than 1450 characters.***

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The total estimated cost for this project is $1,000,000. For this FY 24-25 funding cycle, $250,000 is allocated for the first year of a four-year rollover plan. **Cost estimates** were developed based on vendor quotes, construction material prices, and project scope requirements. The funding allocation aligns with the project timeline and milestones. **Key components** include:

Construction
Transit facility: $750,000
Bike/pedestrian infrastructure: $100,000
Bus plaza & drop-off area: $75,000
Sheltered waiting areas: $25,000

Procurement & Installation
Signage & real-time displays: $20,000
Bike racks, lockers: $30,000

Agency Information

4) Agency Fare - Describe your agency's fare structure including any discounts or special fares and **how the project will affect that structure if at all. No more than 1450 characters.**

BBTA current bus fare structure includes standard fares of $1.75 per trip, discounted fares for seniors and disabled riders at $0.75. Transit Center project will not alter the existing fare structure but is expected to increase ridership through improved connectivity to commercial and residential and surrounding transit hubs.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. Include how the COVID-19 pandemic has impacted transit service related to the project. ***No more than 2450 characters.***

The Bikini Bottom Transit Authority (BBTA) offers a comprehensive transit **network** across Bikini Bottom, including bus, rail, and boat shuttle services. The system connects residents and visitors to key destinations like the Krusty Krab, with tailored services for underserved communities like Jellyfish Fields.

The Krusty Krab Transit Hub project is a **critical initiative** to enhance connectivity by linking the BBTA network to high-traffic areas near the Krusty Krab. This hub will serve as a central transfer point between the Kelp Line and shuttles, improving last-mile access for commuters and tourists alike.

The pandemic disrupted BBTA operations in prior years, reducing service frequencies and ridership due to safety concerns. In response, BBTAadjusted schedules to support essential workers like fry cooks and pizza delivery. As ridership rebounds, the Krusty Krab Transit Hub will bolster operational resilience, offering adaptable infrastructure to meet demand and restore public confidence in transit.

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Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions.

The Krusty Krab Transit Hub project will reduce greenhouse gas emissions by promoting a shift from private vehicles to sustainable public transit options. The hub makes it easier for residents and visitors to choose low-emission transit, particularly for trips to high-traffic areas like the Krusty Krab. This reduces reliance on single-occupancy vehicles, cutting down on traffic congestion and associated emissions.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - *First year of service, or year that capital improvements will be completed.*	2030	Final year of rollover 2028, construction to be completed Q2 2030 and service set for Q3 2030.
Year F (YrF) - *Final year that the service is funded or the final year of useful life for capital improvements.*	2060	Useful life is expected to be up to 30 years
Project Yr. 1 Ridership Increase - *Estimated annual ridership contributed by the new service or capital improvement in Yr1.*	5,000	Total annual ridership x 5% 100,000 x 5% = 5,000
Project Yr. F Ridership Increase - *Estimated annual ridership contributed by the new service or capital improvement in YrF.*	15,000	Ridership expected to compound year-over-year as system matures and population increase.
Adjustment (A) - *Adjustment factor to account for Choice Riders.* You may use defaults values listed in the Lookup Tables tab	0.561	Default value
Trip Length (L) - *Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values listed in the Lookup Tables tab.*	6.00	Average trip length of BBTA local bus.
Project Useful Life	**30**	This is calculated based on the values above.
Total Project Ridership Increased	**300,000**	This is calculated based on the values above.
Total Project VMTs Reduced	**1,009,800**	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO2e)	**77.53**	This number is calculated based on the values from above and the **QM-Tool tab**.
LCTOP Project GHG Emission Reductions (MTCO2e)	**77.53**	This number is calculated based on the values from above and the **QM-Tool tab**.

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Project Benefits

Job Support Benefits *(Refer to LCTOP Guidelines and CARB Co-Benefits website for more information)*

Primary Project Activity *(select from drop-down)*	Construction or installation of transit or rail infrastructure or
% of Project Budget Associated with Primary Activity	95.00%
Other Project Activity *(select from drop-down)*	Procurement of bicycle racks or lockers
% of Project Budget Associated with Other Activity	2.50%
Other Project Activity *(select from drop-down)*	Procurement of signage
% of Project Budget Associated with Other Activity	2.50%

Travel Cost Savings Benefits

	Value	Explanation
Baseline Average One-Way Fare Cost ($/One-Way Trip/Rider) *(Average fare per boarding, prior to project implementation)*	$1.75	The average standard fare
New Average One-Way Fare Cost ($/One-Way Trip/Rider) *(Average fare per boarfing resulting from project implementation)*	$1.75	Project will not have an affect fare.
Transit Facility Parking Cost ($/Roundtrip/Rider) *(Average cost to park to use transit associated with project)*	$5	The average transit facility parking cost is $5 per day
Avoided Parking Cost ($/Roundtrip/Rider) *(Average avoided parking cost associated with project)*	$15	The average parking cost in the project area is $15 per day
Avoided Toll Cost ($/Roundtrip/Rider) *(Average avoided toll cost associated with project)*	$10	The average tolling cost in the project area is $10 per day

Co-Benefits - Check all additional Benefits/Outcomes.

____ **Improved Safety**	____ **Coordination with Educational Institution**
x **Improved Public Health**	____ **College** ____ **Grades K-12**
x **Reduced Operating/Maintenance Costs**	x **Promotes Active Transportation**
x **Increase System Reliability**	x **Promotes Integration w/ other modes**

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

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The Bikini Bottom Transit Center will enhance public health by encouraging active transportation, reducing congestion, and improving air quality. By integrating multiple modes the station increases system reliability and accessibility. The bicycle hub and pedestrian-friendly design promote sustainable travel, lowering operating and maintenance costs while fostering a healthier community. Improved transit efficiency reduces delays, ensuring a seamless connection to surrounding areas. This project supports multimodal integration, encouraging residents to shift toward public and active transportation, ultimately creating a more connected and sustainable urban environment.

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Priority Populations Benefits

Step 1 - Identify the Priority Population(s): Determine if the project is at least partially located within a Priority Population census track or will benefit Priority Population households.	
Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	Yes
Is the project located within the boundaries of a disadvantaged community census tract?	Yes
Is the project located within the boundaries of a low-income community census tract or household?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	Yes

Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): * *See Page 30 of the Supplemental Guidance*	High

Step 2 - Address a Need: Identify an important community or household need and evaluate how the project provides a benedit that meaningfully addresses the need.	
Method: Select the method your agency used for identifying an important community or household need.	A. Recommended Approach: Host accessible community meetings,workshops, outreach efforts, or public meetings as part of the planning process to engage local residents and community groups for input on community or household needs,
Specific Common Need: Make a selection only if letter D is selected above.	

Priority Populations Community Needs Description: Expound on the selections above in **Method** and **Specific Common Need** to describe the process that your agency used to identify important community needs. Provide details of any public outreach efforts, engagement events, community input, and workshops. *No more than 1,200 characters.*

The planning process included transit demand assessments and infrastructure analysis to enhance connectivity. Extensive public outreach—workshops, surveys, and stakeholder meetings—ensured community voices shaped the project. Equity-focused engagement prioritized input from underserved populations, identifying key needs like improved accessibility, safer pedestrian pathways, and reliable transit options. Feedback guided station design, ensuring affordability and multimodal integration. Collaborative efforts with local organizations helped address transit gaps, ensuring the Bikini Bottom Transit Center serves all residents equitably and efficiently.

Step 3 - Provide a Benefit: Does the project provide a direct, meaningful, and assured benefits to priority populations.	
Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a DAC, a LIC/HH, and a LIC/HH 0.5mi from a DAC
Priority Population Benefit: Select the benefit your project provides to the community or household.	B. Project provides increased access to clean and/or shared transportation options.

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Priority Populations Benefits

Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.

The project enhances mobility for DAC, LIC/HH, and LIC 0.5mi communities by expanding access to clean, shared transportation. Improved transit options reduce reliance on costly car travel, promoting affordability and sustainability. Safe pedestrian and bike facilities ensure equitable access, fostering connectivity while reducing emissions and improving air quality in underserved areas.

Please provide the amount of FY 24-25 LCTOP funds benefit Priority Populations.

Amount of FY 24-25 funds to benefit a Disadvantage Community *(If you have a DAC, at least 50% must benefit a DAC)* **:**	$125,000
Amount of FY 24-25 funds to benefit Low-Income Community:	$62,500
Amount of FY 24-25 fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	$62,500
Total Amount of FY 24-25 LCTOP funds to benefit Priority Population *(Total should not exceed total FY 24-25 LCTOP project funding):*	$250,000

Agency can meet there DAC requirement by meeting any of the SB 1119 Project Criteria: *See page 7 of the LCTOP Supplemental Guidance for more information.*

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	
Is the project a purchase of zero-emission transit buses and/or purchase and installation of supporting infrastructure?	
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	

SB 1119 Project Criteria: If this is a new or expanded service project, explain how it connects to a transit service that serves a Disadvantaged Community.

The project is not SB 1119 eligible because it **meets** the DAC requirement. Since the service area includes DAC(s), the SB 1119 section does not need to be completed.

California Air Resour

Benefits Calculator To
Low Carbon Transit Opera

California Climate Inv

Note to applicants:

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is avail
https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans_lctop_FINALuserguide_24

Step 2a: Identify the Project Type.
Step 2b: Input Project-specific Information.

Project Name:	Krusty Krab Transit Center Station

SECTION 1: This section is used to determine the quantification method and emission factors		
Project Info Inputs	Input	Required
Project Type	Purchase, construction, and installation of equipment and facilities needed to provide expanded/enhanced transit service	Required Input
Quantification Method	New Service	Automated
Quantification Method 1	New Service	Automated
Quantification Method 2		Automated
Service Type	Local/ Intercity Bus (Short Distances)	Required Input
Type of Region	County	Required Input
Region	Santa Cruz	Required Input
Year 1 (Yr1)	2030	Required Input
Year F (YrF)	2060	Required Input
Useful Life (yrs)	30	Calculated
SECTION2: This section is used to estimate the emission and cost reductions from displaced		
Displaced Auto VMT Inputs	Input	Required
Yr1 Ridership	5,000	Required Input
YrF Ridership	15,000	Required Input
Adjustment Factor	0.561	Required Input
Length of Average Trip (mi)	6.00	Required Input
Passenger VMT Reductions (mi)	1,009,800	Calculated
GHG Emission Reductions ($MTCO_2e$)	371	Calculated

SECTION 3: This section is used to estimate the net emission reductions from new service or		
New Service Vehicle Inputs	Input	Required
Vehicle Type	Transit Bus	Required Input
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type	Electric	Required Input
Hybrid Vehicle		Not Required
Model Year	2023	Required Input
Project-Specific GHG Emission Factor (gCO2e/MJ)		Optional Input
Annual VMT (mi/yr)	70,080	Required Input
Annual Fuel Use		Not Required
Annual Renewable Energy Generated (kWh/yr)		Not Required
GHG Emissions ($MTCO_2e$)	294	Calculated

SECTION 4: This section is used to estimate the net emission reductions from vehicle replace		
Baseline Vehicle Inputs		Required
Vehicle Type		Optional Input
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type		Not Required
Hybrid Vehicle		Not Required
Model Year		Not Required
Project-Specific GHG Emission Factor (gCO2e/MJ)		Not Required
Annual VMT (mi/yr)		Not Required
Annual Fuel Use		Not Required
GHG Emission Reductions ($MTCO_2e$)		Calculated

SECTION 5: This section is used to estimate the net emission reductions from fuel/energy red		
Fuel/Energy Reductions Inputs	Input	Required
Vehicle Type		Optional Input
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type		Not Required
Model Year		Not Required
Annual Fuel/Energy Reduced		Not Required
GHG Emission Reductions ($MTCO_2e$)		Calculated
SECTION 6: This section is used to estimate the travel cost savings as a result of the propose		
Travel Cost Savings Inputs	Input	Required
Baseline Average One-Way Fare Cost ($/One-Way Trip/Rider)		Not Required
New Average One-Way Fare Cost ($/One-Way Trip/Rider)	$1.75	Required Input
Average Transit Facility Parking Cost ($/Roundtrip/Rider)	$5.00	Required Input
Average Avoided Parking Cost ($/Roundtrip/Rider)	$15.00	Required Input
Average Avoided Toll Cost ($/Roundtrip/Rider)	$10.00	Required Input
SECTION 7: This section is used to estimate the travel cost savings as a result of the propose		
Total Project GHG Emission Reductions ($MTCO_2e$)	78	Calculated
Total LCTOP Project GHG Emission Reductions ($MTCO_2e$)	78	Calculated
FY 2024-25 LCTOP Project GHG Emission Reductions (MTCO2e)	19	Calculated

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-25.pdf

to use to estimate emissions.
Description
For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Emission Estimates = Emission Reductions from Displaced Autos – Emissions from New Service
The primary quantification method.
The secondary quantification method, if applicable.
The transit service (e.g., Intercity/Express Bus (Long Distance), Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.
The type of region that best encompasses the geographic location for the proposed project type.
The County or Air Basin where the majority of the service occurs.
The first year of service that the capital expenditure will support.
The final year of service that the capital expenditure will support.
The useful life of the capital expenditure. Limited to up to 50 years.

auto vehicle miles traveled (VMT).
Description
The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.
Discount factor applied to annual ridership to account for transit-dependent riders. Use: Document project-specific data or system average developed from a recent, statistically valid survey or default.
Annual passenger miles over unlinked trips directly associated with the proposed project.
The estimated displaced auto VMT from the proposed project.
The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO_2e) from displaced auto VMT from the proposed project.

from the purchase of new zero-emission/hybrid vehicle(s).
Description
The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.
Not applicable for this project type.
Not applicable for this project type.
The fuel type (e.g. Electric, Diesel, etc.) of the vehicle that will operate the new service.
Not applicable for this project type.
The engine model year of the vehicle that will operate the new service.
If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.
The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000 mi/yr). For rail vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.
Not applicable for this project type.
Not applicable for the selected fuel type.
The estimated GHG emissions (MTCO2e) of the vehicle that will operate the new service.

ment as a result of the proposed project.
Description
The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
The estimated GHG emissions (MTCO2e) of the vehicle that will operate the new service.

uctions as a result of the proposed project.
Description
The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the vehicle(s) that will realize fuel/energy reductions as a result of The project.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.

d project.
Description
Not applicable for this project type.
The new expected average fare cost per one-way trip per rider resulting from the proposed project.
The average expected cost of parking per roundtrip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
The average expected cost of parking per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
The average expected cost of tolls per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per roundtrip, so do not divide this value by two to account for one-way trips.

d project.
Total GHG emission reductions (MTCO2e) from the project during the useful life.
The portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other GGRF-funded programs, as applicable.
The portion of GHG emission reductions attributable to funding from FY 24-25 LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from FY 24-25 LCTOP and other GGRF-funded programs, as applicable.

LCTOP FY 2024-2025 Project Location Information

Please provide specific area information for the project. *Lat-Long for the project should be in decimal degrees.*

If you are claiming a Priority Population benefit, please provide **at least one location point to each claimed community** within the **first three rows**. Then **select** from the drop down which community the location points are representing.

Location Name	Latitude	Longitude	Priority Population
J and 8th	38.580997	-121.496433	Disadvantaged Community
Union Station	34.05629387	-118.236509	Low-Income w/n 1/2 mile of a DAC
Civic Center Station	34.05635098	-118.244775	Disadvantaged Community (DAC)
Chinatown Station	34.06397872	-118.235865	DAC and LICH

LCTOP FY 2024-2025 Project Location Information

Location Name	Latitude	Longitude	Priority Population

LCTOP FY 2024-2025 Project Location Information

Location Name	Latitude	Longitude	Priority Population

LCTOP FY 2024-2025 Project Location Information

Location Name	Latitude	Longitude	Priority Population

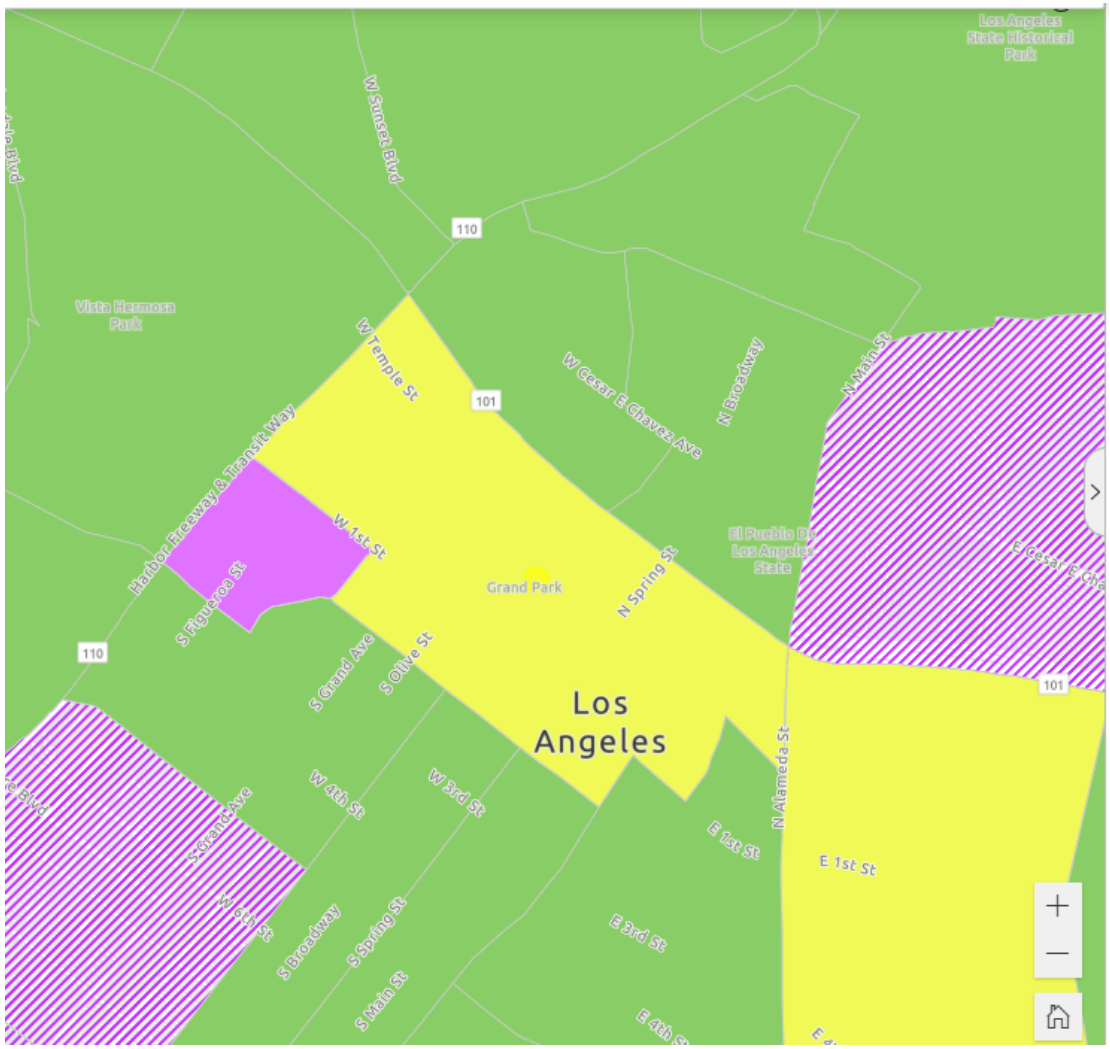
LCTOP FY 2024-2025 Project Location Information

Location Name	Latitude	Longitude	Priority Population

LCTOP FY 2024-2025 MAP

Please insert a screenshot of the project area from the CARB Greenhouse Gas Reduction Fund Project Map

https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=5dc1218631fa46bc8d340b8e82548a6a&page=Priority-Populations-4_0



California Air Resources Board

Benefits Calculator Tool for the
Low Carbon Transit Operations Program

California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project

Project Name:	Krusty Krab Transit Center Station

Project Information		
FY 2023-24 LCTOP GGRF Funds Requested ($)	$	250,000
Total LCTOP GGRF Funds ($)	$	1,000,000
Total GGRF Funds ($)	$	1,000,000
Non-GGRF Leveraged Funds ($)	$	-
Total Funds ($)	$	1,000,000

GHG Summary	
Total FY 2023-24 LCTOP GHG Emission Reductions ($MTCO_2e$)	19
Total LCTOP GHG Emission Reductions ($MTCO_2e$)	78
Total GHG Emission Reductions ($MTCO_2e$)	78
Total GHG Emission Reductions per FY 2023-24 LCTOP GGRF Funds ($MTCO_2e$/$million)	310
Total GHG Emission Reductions per Total GGRF Funds ($MTCO_2e$/$million)	78

California Air Resources Board

Benefits Calculator Tool for the
Low Carbon Transit Operations Program

California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project

Project Name:	Krusty Krab Transit Center Station

Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO_x Emission Reductions (lbs)	71
Local $PM_{2.5}$ Emission Reductions (lbs)	-74
Local ROG Emission Reductions (lbs)	13
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO_x Emission Reductions (lbs)	0
Remote $PM_{2.5}$ Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	1,009,800
Fossil Fuel Use Reductions (gallons)	34,008
Fossil Fuel Energy Use Reductions (kWh)	-1,013,724
Renewable Energy Generated (kWh)	0
Travel Cost Savings ($)	$1,999,404
Energy and Fuel Cost Savings ($)	$388,147
Additional California Climate Investments Program(s)	
Local Diesel PM Emission Reductions (lbs)	0
Local NO_x Emission Reductions (lbs)	0
Local $PM_{2.5}$ Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO_x Emission Reductions (lbs)	0
Remote $PM_{2.5}$ Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	0
Fossil Fuel Use Reductions (gallons)	0
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings ($)	$0
Energy and Fuel Cost Savings ($)	$0
Total California Climate Investments	
Local Diesel PM Emission Reductions (lbs)	0
Local NO_x Emission Reductions (lbs)	71
Local $PM_{2.5}$ Emission Reductions (lbs)	-74
Local ROG Emission Reductions (lbs)	13
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO_x Emission Reductions (lbs)	0
Remote $PM_{2.5}$ Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0

Passenger VMT Reductions (miles)	1,009,800
Fossil Fuel Use Reductions (gallons)	34,008
Fossil Fuel Energy Use Reductions (kWh)	-1,013,724
Renewable Energy Generated (kWh)	0
Travel Cost Savings ($)	$1,999,404
Energy and Fuel Cost Savings ($)	$388,147

California Air Resources Board

Job Co-benefit Modeling Tool

California Climate Investments

Project Name	Krusty Krab Transit Center Station

Total Full-time Equivalent Jobs Supported by Project Budget	8.7
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	8.7
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	4.1
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	1.6
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	3.0

Note:

It is not appropriate to directly compare the job estimates from this Job Co-benefit Modeling Tool to the GGRF project dollars. California Climate Investments facilitate greenhouse gas emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types will support more jobs than others.

California Air Resources Board

Benefits Calculator Tool for the
Low Carbon Transit Operations Program

California Climate Investments

CARB staff developed these recommended values for applicants to use for the length of the average unlinked passenger trip and baseline average fare cost, by agency or statewide, by mode, and by type of service using 2021 Annual data from the National Transit Databasee, supplemented by the previously used 2017 data for transit services that are absent from the 2021 data due to COVID-19 service interruptions or other reasons. These values were calculated by dividing passenger miles traveled by unlinked passenger trips. Adjustment factors were developed by the Institute of Transportation Studies based on a review of research on transit dependency and data from the 2013 California Household Travel Survey.

Length of Average Trip and Adjustment Factor by Mode

Mode Type	Mode	Type of Service	Length of Average Trip (Miles/Trip)	Adjustment Factor
Commuter Bus (Express/Intercity)	CB	DO	23.15	0.705
Commuter Bus (Express/Intercity)	CB	PT	22.61	0.705
Cable Car	CC	DO	1.26	0.479
Commuter Rail	CR	DO	25.63	0.867
Commuter Rail	CR	PT	33.55	0.867
Demand Response	DR	DO	5.81	0.540
Demand Response	DR	PT	8.88	0.540
Demand Response Transportation Network Company	DR	TN	4.64	0.540
Demand Response Taxi	DR	TX	9.10	0.540
Ferryboat	FB	DO	12.01	1
Ferryboat	FB	PT	23.70	1
Heavy Rail	HR	DO	9.24	0.794
Light Rail	LR	DO	6.03	0.685
Bus (Local)	MB	DO	3.29	0.561 (Transit Bus) 0.585 (Shuttle)
Bus (Local)	MB	PT	4.20	0.561 (Transit Bus) 0.585 (Shuttle)
Monorail/Automated Guideway	MG	PT	3.18	0.479
Bus Rapid Transit	RB	DO	4.61	0.542
Streetcar Rail	SR	DO	1.43	0.479
Trolley Bus	TB	DO	1.53	0.479
Vanpool	VP	DO	31.72	0.879
Vanpool	VP	PT	48.56	0.879
Hybrid Rail	YR	DO	6.86	0.738
Hybrid Rail	YR	PT	7.29	0.738

Length of Average Trip and Average Fare Cost by Transit Agency

Agency	Mode	Type of Service	Length of Average Trip (Miles/Trip)	Average Fare Cost per Trip
Access Services	DR	TX	12.04	$2.56
Access Services	DR	PT	10.76	$2.41
Access Services	DT	PT	14.69	$2.39
Alameda-Contra Costa Transit District	CB	DO	13.68	$4.46
Alameda-Contra Costa Transit District	DR	PT	7.71	$2.60
Alameda-Contra Costa Transit District	MB	DO	3.89	$1.20
Alameda-Contra Costa Transit District	MB	PT	12.60	$1.21
Alameda-Contra Costa Transit District	RB	DO	3.07	$0.44
Altamont Corridor Express	CR	PT	55.57	$9.18
Anaheim Transportation Network	DR	PT	1.35	-
Anaheim Transportation Network	MB	PT	2.32	$0.80
Antelope Valley Transit Authority	CB	PT	56.54	$6.56
Antelope Valley Transit Authority	DR	PT	8.86	$1.23
Antelope Valley Transit Authority	MB	PT	5.41	$1.08
Butte County Association of Governments	DR	PT	2.89	$2.66
Butte County Association of Governments	MB	PT	4.92	$1.81
California Vanpool Authority	VP	DO	31.72	$3.49
Central Contra Costa Transit Authority	DR	PT	7.32	$1.96
Central Contra Costa Transit Authority	MB	DO	4.32	$0.97
Central Contra Costa Transit Authority	MB	PT	14.60	-
City and County of San Francisco	DR	PT	6.76	$2.39
City and County of San Francisco	LR	DO	0.74	$0.25
City and County of San Francisco	MB	DO	2.01	$0.32
City and County of San Francisco	TB	DO	1.53	$0.23
City of Commerce	DR	DO	4.99	-
City of Commerce	MB	DO	3.83	-
City of Culver City	DR	DO	1.69	$0.83
City of Culver City	MB	DO	4.43	$0.46
City of Elk Grove	CB	PT	14.06	$2.81

City of Elk Grove	DR	PT	4.68	$6.63
City of Elk Grove	MB	PT	3.44	$1.06
City of Fairfield, California	CB	PT	23.56	$3.90
City of Fairfield, California	DR	PT	10.18	$1.92
City of Fairfield, California	MB	PT	2.86	$0.40
City of Fresno	DR	PT	5.74	$1.22
City of Fresno	MB	DO	2.88	$0.31
City of Gardena	DR	DO	2.59	*$0.50*
City of Gardena	MB	DO	3.34	*$0.77*
City of Glendale	DR	PT	3.04	*$1.09*
City of Glendale	MB	PT	2.18	$0.01
City of La Mirada	DR	PT	2.34	$0.64
City of Los Angeles	CB	PT	10.91	$0.83
City of Los Angeles	DR	PT	3.81	$0.26
City of Los Angeles	DR	TX	2.38	$1.38
City of Los Angeles	MB	PT	1.19	*$0.37*
City of Modesto	DR	PT	4.50	$2.96
City of Modesto	DR	TX	5.33	$1.58
City of Modesto	MB	PT	4.19	$0.89
City of Montebello	DR	TX	1.80	$0.69
City of Montebello	MB	DO	3.30	$0.68
City of Montebello	MB	PT	2.47	$1.29
City of Norwalk	DR	PT	2.47	$0.69
City of Norwalk	MB	DO	4.20	*$0.88*
City of Pasadena	DR	PT	2.94	$0.13
City of Pasadena	MB	PT	1.99	$0.10
City of Petaluma	DR	PT	4.09	$1.02
City of Petaluma	MB	PT	2.73	$0.41
City of Redondo Beach	DR	PT	5.40	*$0.85*
City of Redondo Beach	MB	PT	3.60	*$0.84*
City of Riverside	DR	DO	5.63	$2.47
City of San Luis Obispo	MB	PT	3.10	$1.80

City of Santa Clarita	CB	PT	24.78	$0.86
City of Santa Clarita	DR	PT	6.54	$0.98
City of Santa Clarita	MB	PT	4.23	$0.15
City of Santa Maria	DR	PT	8.30	*$0.44*
City of Santa Maria	MB	PT	3.49	*$1.02*
City of Santa Monica	DR	PT	1.84	$0.57
City of Santa Monica	DR	TN	1.57	$0.57
City of Santa Monica	MB	DO	3.36	$0.40
City of Santa Rosa	DR	PT	3.99	$1.35
City of Santa Rosa	MB	DO	2.75	$0.29
City of Santa Rosa	MB	PT	3.61	$20.05
City of Torrance	DR	TX	3.47	$1.97
City of Torrance	MB	DO	4.95	$0.01
City of Tulare	DR	PT	4.21	$1.14
City of Tulare	MB	PT	6.06	$0.60
City of Turlock	DR	PT	7.09	$2.01
City of Turlock	MB	PT	3.34	$1.36
City of Visalia	CB	PT	51.99	$2.89
City of Visalia	DR	PT	6.38	$3.61
City of Visalia	MB	PT	6.68	$0.93
County of Placer	CB	PT	24.74	$6.61
County of Placer	DR	DO	10.80	$3.50
County of Placer	DR	PT	4.22	$0.82
County of Placer	MB	DO	7.76	$1.24
County of Placer	MB	PT	3.32	$0.64
County of Placer	VP	PT	33.91	$4.68
County of Sonoma	DR	PT	12.17	$0.71
County of Sonoma	MB	PT	8.33	$0.57
El Dorado County Transit Authority	CB	DO	31.03	$5.37
El Dorado County Transit Authority	DR	DO	11.22	$10.25

El Dorado County Transit Authority	MB	DO	8.97	$1.47
Foothill Transit	MB	PT	6.07	$0.66
Gold Coast Transit District	DR	PT	6.29	$0.73
Gold Coast Transit District	MB	DO	3.58	$0.15
Golden Empire Transit District	DR	DO	5.17	$6.13
Golden Empire Transit District	MB	DO	3.46	$0.87
Golden Gate Bridge, Highway and Transportation District	DR	PT	11.99	$5.67
Golden Gate Bridge, Highway and Transportation District	FB	DO	12.01	$9.44
Golden Gate Bridge, Highway and Transportation District	MB	DO	18.84	$6.22
Imperial County Transportation Commission	DR	PT	26.67	$2.48
Imperial County Transportation Commission	MB	PT	9.91	$0.05
Kings County Area Public Transit Agency	DR	PT	2.90	$2.42
Kings County Area Public Transit Agency	MB	PT	5.21	$1.02
Kings County Area Public Transit Agency	VP	PT	38.69	$3.70
Laguna Beach Municipal Transit	MB	DO	2.22	$0.04
Livermore / Amador Valley Transit Authority	DR	PT	4.75	$3.82
Livermore / Amador Valley Transit Authority	MB	PT	4.27	$1.98
Long Beach Transit	DR	PT	4.14	$1.67
Long Beach Transit	MB	DO	3.12	$0.01
Los Angeles County Metropolitan Transportation Authority	DR	DO	2.49	-
Los Angeles County Metropolitan Transportation Authority	HR	DO	5.24	$0.14
Los Angeles County Metropolitan Transportation Authority	LR	DO	6.61	$0.13
Los Angeles County Metropolitan Transportation Authority	MB	DO	2.86	$0.11
Los Angeles County Metropolitan Transportation Authority	MB	PT	3.79	$0.01
Los Angeles County Metropolitan Transportation Authority	RB	DO	5.85	$0.13
Los Angeles County Metropolitan Transportation Authority	VP	PT	46.98	$7.49
Marin County Transit District	DR	PT	6.77	$4.46
Marin County Transit District	MB	PT	5.63	$1.06
Metropolitan Transportation Commission	VP	PT	56.57	$7.43
Monterey-Salinas Transit	CB	DO	40.49	$16.91
Monterey-Salinas Transit	DR	PT	8.57	$1.23

Monterey-Salinas Transit	MB	DO	6.90	$1.42
Monterey-Salinas Transit	MB	PT	3.70	$1.27
Napa Valley Transportation Authority	CB	PT	16.63	$1.11
Napa Valley Transportation Authority	DR	PT	2.61	$3.21
Napa Valley Transportation Authority	MB	PT	9.54	$0.75
North County Transit District	CR	PT	26.44	$5.58
North County Transit District	DR	PT	13.48	$14.64
North County Transit District	MB	PT	4.34	$0.85
North County Transit District	YR	PT	7.29	$1.18
Omnitrans	DR	PT	9.85	$4.87
Omnitrans	MB	DO	5.63	$1.69
Omnitrans	MB	PT	3.77	$1.55
Orange County Transportation Authority	CB	DO	21.11	$1.68
Orange County Transportation Authority	CB	PT	19.28	$1.44
Orange County Transportation Authority	DR	PT	10.46	$4.26
Orange County Transportation Authority	DR	TX	4.76	$3.09
Orange County Transportation Authority	DT	PT	3.02	$3.44
Orange County Transportation Authority	MB	DO	4.41	$0.70
Orange County Transportation Authority	MB	PT	5.12	$0.53
Orange County Transportation Authority	VP	PT	36.82	$6.47
Paratransit, Inc.	DR	DO	9.82	*$4.20*
Paratransit, Inc.	DR	PT	10.46	$7.07
Paratransit, Inc.	DT	PT	8.37	$4.47
Peninsula Corridor Joint Powers Board dba: Caltrain	CR	PT	22.28	$25.68
Peninsula Corridor Joint Powers Board dba: Caltrain	MB	PT	3.47	-
Pomona Valley Transportation Authority	DR	PT	6.02	$0.33
Pomona Valley Transportation Authority	DR	TX	4.34	$1.45
Pomona Valley Transportation Authority	DT	PT	4.81	$1.94
Redding Area Bus Authority	DR	PT	6.36	$3.53
Redding Area Bus Authority	MB	PT	5.30	$1.14
Riverside County Transportation Commission	VP	PT	39.33	$6.72
Riverside Transit Agency	CB	DO	26.21	$1.56
Riverside Transit Agency	CB	PT	23.22	$2.08
Riverside Transit Agency	DR	PT	11.38	$5.13
Riverside Transit Agency	DT	PT	17.51	$4.05
Riverside Transit Agency	MB	DO	6.84	$0.73
Riverside Transit Agency	MB	PT	11.80	$1.52
Sacramento Regional Transit District	DR	DO	5.82	$3.58

Sacramento Regional Transit District	LR	DO	5.78	$1.43
Sacramento Regional Transit District	MB	DO	3.73	$1.38
San Bernardino County Transportation Authority	VP	PT	40.47	$7.66
San Diego Association of Governments	VP	PT	55.11	$6.61
San Diego Metropolitan Transit System	CB	PT	26.10	$6.78
San Diego Metropolitan Transit System	DR	PT	10.04	$4.26
San Diego Metropolitan Transit System	DR	TX	12.05	$4.58
San Diego Metropolitan Transit System	LR	DO	6.32	$0.99
San Diego Metropolitan Transit System	MB	DO	5.32	$1.68
San Diego Metropolitan Transit System	MB	PT	3.86	$1.23
San Francisco Bay Area Rapid Transit District	HR	DO	13.65	$3.50
San Francisco Bay Area Rapid Transit District	MG	PT	3.18	$5.78
San Francisco Bay Area Rapid Transit District	YR	DO	6.86	$2.88
San Francisco Bay Area Water Emergency Transportation Authority	FB	PT	23.70	$7.32
San Francisco Municipal Railway	CC	DO	1.26	$4.34
San Francisco Municipal Railway	DR	PT	6.17	$2.29
San Francisco Municipal Railway	LR	DO	2.73	$0.77
San Francisco Municipal Railway	MB	DO	2.15	$0.77
San Francisco Municipal Railway	SR	DO	1.43	$0.77
San Francisco Municipal Railway	TB	DO	1.48	$0.77
San Joaquin Council	VP	PT	47.37	$7.05
San Joaquin Regional Transit District	CB	PT	44.32	$5.30
San Joaquin Regional Transit District	DR	PT	7.29	$3.97
San Joaquin Regional Transit District	DR	TX	5.13	$4.77
San Joaquin Regional Transit District	DT	PT	5.83	$3.73
San Joaquin Regional Transit District	MB	DO	3.51	$0.66
San Joaquin Regional Transit District	MB	PT	4.55	$0.59
San Luis Obispo Regional Transit Authority	DR	DO	7.11	$3.12
San Luis Obispo Regional Transit Authority	MB	DO	12.09	$0.62
San Mateo County Transit District	DR	PT	8.14	$2.08
San Mateo County Transit District	DR	TX	15.51	$1.73
San Mateo County Transit District	DT	PT	11.89	$2.38
San Mateo County Transit District	MB	DO	3.57	$1.15
San Mateo County Transit District	MB	PT	5.20	$1.30

Santa Barbara Metropolitan Transit District	MB	DO	4.09	$0.17
Santa Clara Valley Transportation Authority	DR	PT	8.08	$2.71
Santa Clara Valley Transportation Authority	DT	PT	10.68	$2.86
Santa Clara Valley Transportation Authority	LR	DO	6.44	$1.10
Santa Clara Valley Transportation Authority	MB	DO	5.00	$1.10
Santa Clara Valley Transportation Authority	MB	PT	4.50	$2.65
Santa Cruz Metropolitan Transit District	CB	DO	30.59	$4.43
Santa Cruz Metropolitan Transit District	DR	DO	6.36	$2.95
Santa Cruz Metropolitan Transit District	DT	PT	7.23	$2.09
Santa Cruz Metropolitan Transit District	MB	DO	4.41	$4.70
Solano County Transit	CB	PT	13.78	$4.17
Solano County Transit	DR	PT	3.59	$3.72
Solano County Transit	MB	PT	2.82	$1.22
Sonoma-Marin Area Rail Transit District	CR	DO	25.63	$5.75
Southern California Regional Rail Authority	CR	PT	39.2	$7.73
SunLine Transit Agency	DR	DO	8	$1.37
SunLine Transit Agency	MB	DO	6.05	$0.12
SunLine Transit Agency	VP	PT	57.99	$7.50
The Eastern Contra Costa Transit Authority	DR	PT	4.74	$4.18
The Eastern Contra Costa Transit Authority	DR	TN	6.17	$4.00
The Eastern Contra Costa Transit Authority	MB	PT	4.52	$0.37
Transit Joint Powers Authority for Merced County	DR	PT	5.87	$0.92
Transit Joint Powers Authority for Merced County	MB	PT	6.36	$1.63
University of California, Davis	MB	DO	2.16	$12.78
Ventura County Transportation Commission	CB	PT	26.77	*$1.60*
Ventura County Transportation Commission	DR	PT	2.8	*$1.78*
Ventura County Transportation Commission	MB	PT	4.37	*$0.85*
Victor Valley Transit Authority	CB	PT	52.89	$13.08
Victor Valley Transit Authority	DR	PT	13.92	$3.29
Victor Valley Transit Authority	MB	PT	6.85	$1.52
Victor Valley Transit Authority	VP	PT	45.48	$6.23
Western Contra Costa Transit Authority	CB	PT	28.39	$1.79
Western Contra Costa Transit Authority	DR	PT	6.08	$0.59
Western Contra Costa Transit Authority	MB	PT	6.27	$0.42
Yolo County Transportation District	DR	PT	11.29	$4.83
Yolo County Transportation District	MB	PT	11.5	$2.54
Yuba-Sutter Transit Authority	CB	PT	39.3	$6.69
Yuba-Sutter Transit Authority	DR	PT	5.86	$5.67
Yuba-Sutter Transit Authority	MB	PT	3.04	$1.04