

# LCTOP FY 2024-2025 Allocation Request

## Lead Agency Information

<b>Lead Agency Name:</b>	California City		
<b>Address:</b>	21000 Hacienda Boulevard		
<b>City, State, Zip Code:</b>	California City, CA 93505		
<b>County:</b>	Kern County		
<b>Agency Website:</b>	<a href="https://www.californiacity-ca.gov/CC/">https://www.californiacity-ca.gov/CC/</a>		
<b>Regional Planning Agency:</b>	Kern COG		
<b>Caltrans District:</b>	6		
<b>Does your agency have an approved Title VI Plan?</b> (Please provide approval letter)	Yes	<b>Approved Date:</b>	12/15/23

Allocation Request Prepared by	
<b>Name:</b>	Patrick Mahomes
<b>Title:</b>	Accounting Manager
<b>Phone #:</b>	(916) 343-5632
<b>E-mail:</b>	<a href="mailto:Pmahomes@cctransit.com">Pmahomes@cctransit.com</a>

Contact (if different than "Prepared by")	
<b>Name:</b>	
<b>Title:</b>	
<b>Phone #:</b>	
<b>E-mail:</b>	

Authorized Agent	
<b>Name:</b>	Andy Reid
<b>Title:</b>	Executive Director
<b>Phone #:</b>	(916) 459-7913
<b>E-mail:</b>	<a href="mailto:Areid@cctransit.com">Areid@cctransit.com</a>

Legislative District Numbers									
<b>Assembly*:</b>	6								
<b>Senate*:</b>	10								
<b>Congressional*:</b>	21								

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

## Project Summary

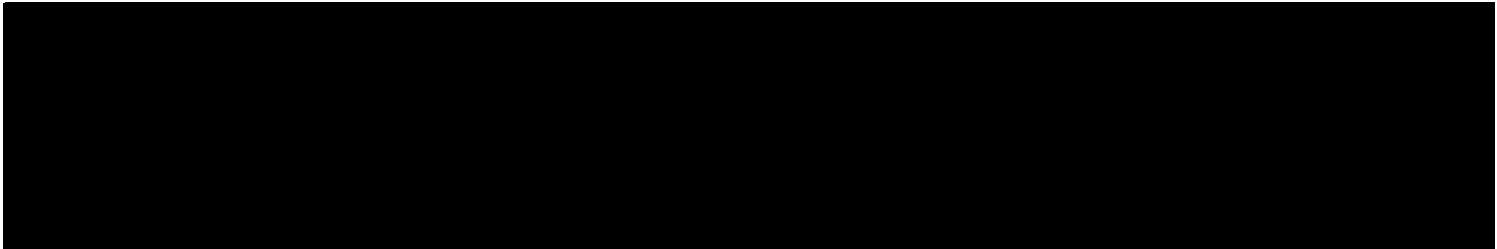
<b>Name:</b> <i>No more than 180 characters.</i>	The City of California City will offer system-wide free fares to California City residents
<b>Description (Short):</b> <i>No more than 375 characters.</i>	The project will allow free rides to California City residents and general public throughout the year to encourage ridership and promote public transportation as well as reduce gas emissions.
<b>Type:</b>	Operations_Project
<b>Sub-Type</b>	Implementation of free or reduced fares

<b>Start date (anticipated) :</b>	12/1/2025		<b>End date (anticipated) :</b>	6/30/2026
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<b>Funding:</b>	<b>99313:</b> \$56,530		<b>99314:</b> \$1,042		<b>Total:</b> \$57,572
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<b>Rollover Projects:</b> Please provide the total number of years your agency plans to accumulate funds and how many years, include this year remaining.	<b>Rollover Project:</b>	No
	<b>Total Years of Rollover:</b>	
	<b>Remaining Years of Rollover:</b>	

<b>Project Life:</b> For capital projects, state the project useful life in <b>years</b> . For operation projects state the number of <b>months</b> a service will be funded.	<b>Capital:</b>		<b>Years</b> <b>Months</b>
	<b>Operations:</b>	12	



# LCTOP FY 2024-2025 Allocation Request

## Funding Information

Allocation Year	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
PUC 99313 Amount:		\$56,530					\$56,530
PUC 99314 Amount:		\$1,042					\$1,042
<b>Total LCTOP Funds:</b>	<b>\$0</b>	<b>\$57,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>\$57,572</b>
LCTOP Interest:							\$0
Other GGRF:							\$0
Other Funds:							\$0
<b>Total Funding:</b>	<b>\$0</b>	<b>\$57,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,572</b>

<b>Lead Agency:</b>	California City	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Patrick Mahomes		99313
<b>Contact Phone #:</b>	(916) 343-5632	\$1,042	99314
<b>Contact E-mail:</b>	Pmahomes@cctransit.com		

<b>Contributing Sponsor:</b>	Kern COG	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Roger Goodell	\$56,530	99313
<b>Contact Phone #:</b>	(916) 234-3429		99314
<b>Contact E-mails:</b>	<a href="mailto:theCommish@KERN.com">theCommish@KERN.com</a>		

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

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

<b>Total FY 24-25 LCTOP Funding</b>	<b>\$57,572</b>
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**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.

LCTOP funds will be used on free fares system wide to encourage ridership on the California City Transit System by offering free rides to Shafter residents and general public. LCTOP funds will not supplant other funding sources

**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.

# LCTOP FY 2024-2025 Allocation Request

## 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$57,572	\$0	\$0	\$0	\$0	\$57,572
<b>TOTAL</b>	<b>\$0</b>	<b>\$57,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,572</b>

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							\$0
Veh/Equip Purchase							\$0
Operations/Other		\$57,572					\$57,572
<b>TOTAL</b>	<b>\$0</b>	<b>\$57,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,572</b>

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
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

# LCTOP FY 2024-2025 Allocation Request

## 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
<b>TOTAL</b>	\$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
<b>TOTAL</b>	\$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
<b>TOTAL</b>	\$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
<b>TOTAL</b>	\$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
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

# LCTOP FY 2024-2025 Allocation Request

## 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.*

California City Transit will provide free fares for bus services Monday through Friday from 7:30 a.m. to 4:15pm and Saturdays from 9:00 a.m. to 3:00 p.m. during Fiscal Year July 1, 2025 through June 30, 2026. The project will increase ridership and reduce greenhouse emissions. The goal of this project is to incentivize transit to safely return to riding transit after the pandemic. Fare prices vary in areas within City of California. For example Fare Rates within the City are as follows: General Public \$1.50, Children, Youth, Disabled, and Seniors are \$1.25. Mojave and Boron fare rates are General Public \$1.75 Children, Youth, Disabled, Seniors \$1.50 and \$4.25 one way in Outer City Areas that include North Edwards, and Aerial Acres Total LCTOP Funding request 57,572; of which 52,572 will be allocated for estimated 35,048 free rides (the average cost per ride within California City and specified locations such as Mojave and Boron is \$1.50 (\$1.25,\$1.50-\$1.75) and the remaining funds of \$5,000 for estimated 1176 free rides (the average cost per ride in outer areas of California City \$4.25)

**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.*

Transit Staff recommended that a free fares project would be an excellent way to promote transit within California City and to encourage riders to use public transportation. The free fares project will allow current and potential riders to use the public transportation without financial hardship, and remove vehicles from the road reducing greenhouse gas emissions and alleviating traffic in and around the city. Our agency will heavily market free rides program utilizing social media, flyer advertisements and promoting at community events. We had our disadvantage community in mind where we will be able to provide free rides for people that are otherwise unable to drive and/or afford it.

**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.*

The project cost was developed by calculating the number of free rides that can be provided within California City as well specified locations such as Mojave and Boron and outer areas of California City such as North Edwards and Aerial Acres. Total LCTOP Funding request 57,572 ; of which 52,572 will be allocated for estimated 35,048 free rides (the average cost per ride within California City and specified locations such as North Edwards, and Aerial Acres is \$1.50(\$1.25,\$1.50-\$1.75) and the remaining funds of \$5,000 for estimated 1176 free rides (the average cost per ride in outer areas of California City \$4.25)

# LCTOP FY 2024-2025 Allocation Request

## 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.**

Fare Rates within the City are as follows: General Public \$1.50, Children, Youth, Disabled, and Seniors are \$1.25. Mojave and Boron fare rates are General Public \$1.75 Children, Youth, Disabled, Seniors \$1.50 and \$4.25 one way in Outer City Areas that include North Edwards, and Aerial Acres Total LCTOP Funding request 57,572; of which 52,572 will be allocated for estimated 35,048 free rides (the average cost per ride within California City and specified locations such as Mojave and Boron is \$1.50 (\$1.25,\$1.50-\$1.75) and the remaining funds of \$5,000 for estimated 1176 free rides (the average cost per ride in outer areas of California City \$4.25)

**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.**

California City Transit runs transit service six days a week from Monday through Friday from 7:30 a.m. to 4:15 p.m. and Saturdays from 9:00 a.m. to 3:00 p.m. The different vehicles include Zero-Emission (2)buses, (3)vans and (1)Hybrid van and (1) gasoline ada backup van. This project will encourage residents to ride public transportation as this will help the city recover from Covid-19 pandemic bringing ridership back up and in hopes of increasing ridership from pre-Covid 19 pandemic numbers.

# LCTOP FY 2024-2025 Allocation Request

## Project GHG Benefits

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

Offering free transit fares can have several qualitative benefits for green house gas reductions: Increased Public Transit Usage; By providing free transit fares, more people are likely to use public transportation. This reduces the number of individual cars on the road, leading to lower emissions from fossil fuels. Reduced Traffic Congestions: As more people opt for buses, there will be fewer cars on the road during peak hours. This can alleviate traffic congestion, which in turn reduces idling time and emissions. Promotion of Sustainable Travel: Free transit fares encourage sustainable travel choices. People who might have otherwise driven their cars may choose the transit

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

	Value	Explanation
<b>Year 1 (Yr1)</b> - First year of service, or year that capital improvements will be completed.	2025	Free transit days will begin 07/01/2024 for one year
<b>Year F (YrF)</b> - Final year that the service is funded or the final year of useful life for capital improvements.	2026	Free transit days will end on 06/30/2025
<b>Project Yr. 1 Ridership Increase</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	530	California City estimating had for previous year 17,665 rides we are anticipating a minimum 3% increase in ridership from previous year.
<b>Project Yr. F Ridership Increase</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	530	YrF Ridership is the same as Yr1 because it is a one project.
<b>Adjustment (A)</b> - Adjustment factor to account for Choice Riders. You may use defaults values listed in the Lookup Tables tab.	0.585	Based on values listed on the supplemental guidance.
<b>Trip Length (L)</b> - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values listed in the Lookup Tables tab.	3.29	The average ride on California City Transit
<b>Project Useful Life</b>	1	This is calculated based on the values above.
<b>Total Project Ridership Increased</b>	530	This is calculated based on the values above.
<b>Total Project VMTs Reduced</b>	1,020	This number is calculated based on the values above.
<b>Total Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	0.45	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
<b>LCTOP Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	0.45	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

# LCTOP FY 2024-2025 Allocation Request

## Project Benefits

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

<b>Primary Project Activity</b> (select from drop-down)	Transit subsidies
<b>% of Project Budget Associated with Primary Activity</b>	100.00%
<b>Other Project Activity</b> (select from drop-down)	
<b>% of Project Budget Associated with Other Activity</b>	
<b>Other Project Activity</b> (select from drop-down)	
<b>% of Project Budget Associated with Other Activity</b>	

**Travel Cost Savings Benefits**

	Value	Explanation
<b>Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider)</b> (Average fare per boarding, prior to project implementation)	\$2.25	Average fare per boarding within California City transit
<b>New Average One-Way Fare Cost (\$/One-Way Trip/Rider)</b> (Average fare per boarding resulting from project implementation)	\$0.00	The average reduced fare paid (due to this project) for adult, senior, youth and discounted fare is \$0.00 per way.
<b>Transit Facility Parking Cost (\$/Roundtrip/Rider)</b> (Average cost to park to use transit associated with project)	\$0.00	N/A
<b>Avoided Parking Cost (\$/Roundtrip/Rider)</b> (Average avoided parking cost associated with project)	\$0.00	N/A
<b>Avoided Toll Cost (\$/Roundtrip/Rider)</b> (Average avoided toll cost associated with project)	\$0.00	N/A

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

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

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

Improved Public Health-The project will improve air quality and reduce greenhouse gas emissions by removing Single Occupancy Vehicles off the road reducing pollution. Promotes Active Transportation: The project will encourage the use of public transportation, where people without cars are able to get from point A to point B. Promotes Integration w/Other modes as some of our stops allow connections that can take passengers to Bakersfield and Lancaster



# LCTOP FY 2024-2025 Allocation Request

## Priority Populations Benefits

**Step 1 - Identify the Priority Population(s):** Determine if the project is at least partially located within a Priority Population census tract or will benefit Priority Population households.

<b>Does your Agency's Service Area have a Disadvantaged Community?</b> (as defined by SB 535)	Yes
<b>Is the project located within the boundaries of a disadvantaged community census tract?</b>	Yes
<b>Is the project located within the boundaries of a low-income community census tract or household?</b>	Yes
<b>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?</b>	No

<b>Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low):</b> <i>*See Page 30 of the Supplemental Guidance</i>	Medium
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**Step 2 - Address a Need:** Identify an important community or household need and evaluate how the project provides a benefit that meaningfully addresses the need.

<u>Method:</u> 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, and document how the received input was considered in the
<u>Specific Common Need:</u> Make a selection only if <a href="#">letter D</a> 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.*

California City holds community events where flyers for Transit Services are made available to the public. Public engagement is available at community events staff is present to hear concerns or address questions. California City holds a annual public hearing between February and March every year related to Transit where the community is invited to voice their concerns or provide suggestions. California City utilizes social media as a method to communicate with community and gather feedback from comments. These various methods of communication with the community brought questions to City staff of the possibility of having a Free Transit Fares Program as they hear in surrounding communities they have been implemented and inquire why Shafter has not offered the program. Community members also mentioned to City staff that the County offers free fares program and the California City should look into something like it to implement and offer its residents similar opportunities.

**Step 3 - Provide a Benefit:** Does the project provide a direct, meaningful, and assured benefits to priority populations.

<b>Identify the Priority Population(s) that will benefit from this project.</b>	Project provides benefits to a DAC and a LIC/HH
<b>Priority Population Benefit:</b> Select the benefit your project provides to the community or household.	D. Project improves mobility between key destinations and communities.

# LCTOP FY 2024-2025 Allocation Request

## 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 aims to enhance public health by decreasing the number of single occupancy vehicles on the road. This initiative will enable residents to utilize public transportation for essential activities such as medical appointments and shopping. Additionally, it will improve mobility for individuals who may have previously faced barriers such as financial constraints, lack of personal transportation, or reliance on others for transportation. The project will also provide increased access to California City Transit for traveling to neighboring cities within Kern County.

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

<b>Amount of FY 24-25 funds to benefit a Disadvantage Community</b> <i>(If you have a DAC, at least 50% must benefit a DAC) :</i>	\$28,786
<b>Amount of FY 24-25 funds to benefit Low-Income Community:</b>	\$28,786
<b>Amount of FY 24-25 fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:</b>	
<b>Total Amount of FY 24-25 LCTOP funds to benefit Priority Population</b> <i>(Total should not exceed total FY 24-25 LCTOP project funding):</i>	\$57,572

**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.

<b>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</b>	<b>No</b>
<b>Is the project a purchase of zero-emission transit buses and/or purchase and installation of supporting infrastructure?</b>	<b>No</b>
<b>Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?</b>	<b>No</b>

**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.



**California Air Resources Board**  
**Benefits Calculator Tool for the**  
**Low Carbon Transit Operations Program**  
**California Climate Investments**

**Note to applicants:**

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:  
[https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans\\_lctop\\_FINALuserguide\\_24-25.pdf](https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans_lctop_FINALuserguide_24-25.pdf)

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

<b>Project Name:</b>	<b>The City of California City will offer system-wide free fares to California City residents</b>
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**SECTION 1: This section is used to determine the quantification method and emission factors to use to estimate emissions.**

Project Info Inputs	Input	Required	Description
Project Type	Implementation of free or reduced fares	Required Input	For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Quantification Method	Increased Ridership	Automated	Emission Estimates = Emission Reductions from Displaced Autos
Quantification Method 1	Increased Ridership	Automated	The primary quantification method.
Quantification Method 2		Automated	The secondary quantification method, if applicable.
Service Type	Local/ Intercity Bus (Short Distances)	Required Input	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.
Type of Region	County	Required Input	The type of region that best encompasses the geographic location for the proposed project type.
Region	Kern	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2025	Required Input	The first year of operation for the new expanded/enhanced service - funded by FY 2024-25 LCTOP funds.
Year F (YrF)	2026	Required Input	The final year of operation for the new expanded/enhanced service - funded by FY 2024-25 LCTOP funds.
Useful Life (yrs)	1	Calculated	The number of years the service is funded by FY 2024-25 LCTOP funds. Limited to up to 50 years.

**SECTION2: This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT).**

Displaced Auto VMT Inputs	Input	Required	Description
Yr1 Ridership	530	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
YrF Ridership	530	Required Input	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.
Adjustment Factor	0.585	Required Input	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.
Length of Average Trip (mi)	3.29	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	1,020	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions (MTCO <sub>2</sub> e)	0	Calculated	The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO <sub>2</sub> e) from displaced auto VMT from the proposed project.

<b>SECTION 3: This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).</b>			
New Service Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
Annual Renewable Energy Generated (kWh/yr)		Not Required	Not applicable for the selected fuel type.
GHG Emissions (MTCO <sub>2</sub> e)		Not Applicable	Not applicable for this project type.
<b>SECTION 4: This section is used to estimate the net emission reductions from vehicle replacement as a result of the proposed project.</b>			
Baseline Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO <sub>2</sub> e)		Not Applicable	Not applicable for this project type.

SECTION 5: This section is used to estimate the net emission reductions from fuel/energy reductions as a result of the proposed project.			
Fuel/Energy Reductions Inputs	Input	Required	Description
Vehicle Type		Optional Input	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.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Annual Fuel/Energy Reduced		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO <sub>2</sub> e)		Calculated	Not applicable for this project type.
SECTION 6: This section is used to estimate the travel cost savings as a result of the proposed project.			
Travel Cost Savings Inputs	Input	Required	Description
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.25	Required Input	The average fare cost per one-way trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$0.00	Required Input	The new expected average fare cost per one-way trip per rider resulting from the proposed project.
Average Transit Facility Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	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.
Average Avoided Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	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.
Average Avoided Toll Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	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.
SECTION 7: This section is used to estimate the travel cost savings as a result of the proposed project.			
Total Project GHG Emission Reductions (MTCO <sub>2</sub> e)	0	Calculated	Total GHG emission reductions (MTCO <sub>2</sub> e) from the project during the useful life.
Total LCTOP Project GHG Emission Reductions (MTCO <sub>2</sub> e)	0	Calculated	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.
FY 2024-25 LCTOP Project GHG Emission Reductions (MTCO <sub>2</sub> e)	0	Calculated	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
California City Blvd and Hacienda Blvd	35.1264709908	-117.959908	Low-Income Community/Household (LICH)
West Best Pizza Company Stop	35.12591086	-117.981504	Low-Income Community/Household (LICH)
Boron Branch Library	34.999805	-117.650746	Low-Income Community/Household (LICH)
Aerial Acres	35.0878186	-117.792008	Disadvantaged Community (DAC)

## LCTOP FY 2024-2025 Project Location Information

Location Name	Latitude	Longitude	Priority Population



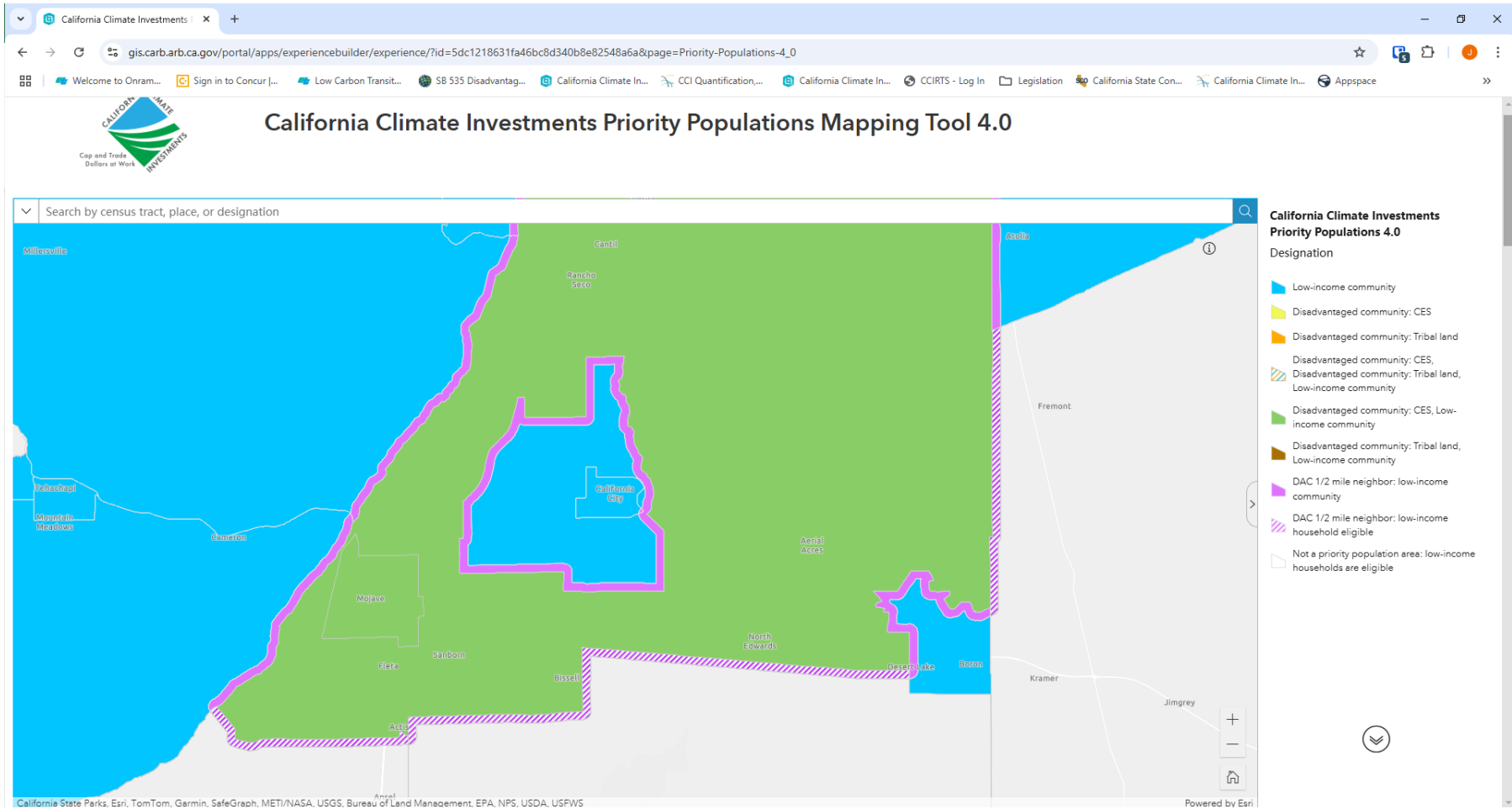




# LCTOP FY 2024-2025 MAP

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-Population>





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**

<b>Project Name:</b>	The City of California City will offer system-wide free fares to California City residents
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<b>Project Information</b>	
FY 2023-24 LCTOP GGRF Funds Requested (\$)	\$ 57,572
Total LCTOP GGRF Funds (\$)	\$ 57,572
Total GGRF Funds (\$)	\$ 57,572
Non-GGRF Leveraged Funds (\$)	\$ -
Total Funds (\$)	\$ 57,572

<b>GHG Summary</b>	
Total FY 2023-24 LCTOP GHG Emission Reductions (MTCO <sub>2</sub> e)	0
Total LCTOP GHG Emission Reductions (MTCO <sub>2</sub> e)	0
Total GHG Emission Reductions (MTCO <sub>2</sub> e)	0
Total GHG Emission Reductions per FY 2023-24 LCTOP GGRF Funds (MTCO <sub>2</sub> e/\$million)	8
Total GHG Emission Reductions per Total GGRF Funds (MTCO <sub>2</sub> e/\$million)	8



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**

<b>Project Name:</b>	The City of California City will offer system-wide free fares to California City residents
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<b>Co-benefits and Key Variables Summary</b>	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO <sub>x</sub> Emission Reductions (lbs)	0
Local PM <sub>2.5</sub> Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO <sub>x</sub> Emission Reductions (lbs)	0
Remote PM <sub>2.5</sub> Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	1,020
Fossil Fuel Use Reductions (gallons)	41
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$1,112
Energy and Fuel Cost Savings (\$)	\$0
<b>Additional California Climate Investments Program(s)</b>	
Local Diesel PM Emission Reductions (lbs)	0
Local NO <sub>x</sub> Emission Reductions (lbs)	0
Local PM <sub>2.5</sub> Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO <sub>x</sub> Emission Reductions (lbs)	0
Remote PM <sub>2.5</sub> 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
<b>Total California Climate Investments</b>	
Local Diesel PM Emission Reductions (lbs)	0
Local NO <sub>x</sub> Emission Reductions (lbs)	0
Local PM <sub>2.5</sub> Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO <sub>x</sub> Emission Reductions (lbs)	0
Remote PM <sub>2.5</sub> Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	1,020
Fossil Fuel Use Reductions (gallons)	41

Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$1,112
Energy and Fuel Cost Savings (\$)	\$0



California Air Resources Board  
 Job Co-benefit Modeling Tool  
 California Climate Investments

Project Name	The City of California City will offer system-wide free fares to California City res
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Total Full-time Equivalent Jobs Supported by Project Budget	1.3
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	1.3
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	1.0
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.1
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.2

**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 Database, 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-Marín 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