LCTOP FY 2023-2024 Allocation Request

Lead Agency Information

Lead Agency Name:	City of Riverside
Address:	#N/A
City, State, Zip Code:	#N/A
County:	#N/A
Agency Website:	#N/A
Regional Planning Agency:	#N/A
Agency Type:	#N/A
Transit Service Name:	#N/A
Caltrans District:	#N/A

Does your agency have an approved Title VI Plan	Yes	**Approved Date:**		**Title VI Attached:**	Yes

Allocation Request Prepared by	
Name:	Socorro Gomez
Title:	Senior Management Analyst
Phone #:	951-351-6073
E-mail:	sgomez@riversideca.gov

Contact ***(if different than "Prepared by")***	
Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent	
Name:	Mike Futrell
Title:	City Manager
Phone #:	951-826-5771
E-mail	mfutrell@riversideca.gov

Legislative District Numbers									
Assembly*:	58								
Senate*:	31								
Congressional*:	41								

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

Project Summary

Name: *No more than 180 characters.*	Free Fare Program
Description (Short): *No more than 375 characters.*	The proposed project will provide free transit fares for senior and disabled riders of Riverside Connect to encourage new ridership and promote the use of our dial-a ride program, provided by the City of Riverside, Parks Recreation and Community Services Department.
Type:	Operations_Project
Sub-Type	Implementation of free or reduced fares

Start date *(anticipated)* :	9/1/2024	**End date** *(anticipated)* :	09/01/2027

Funding:	**99313:**	$40,000	**99314:**	$8,938	**Total:**	$48,938

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:**	No
	Total Years of Rollover:	
	Remaining Years of Rollover:	

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:**	0	**Years**
	Operations:	36	**Months**

Approved LONP:	No	**LONP Approval date:**	

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Funding Information

Allocation Year	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PUC 99313 Amount:		$40,000					$40,000
PUC 99314 Amount:		$8,938					$8,938
Total LCTOP Funds:	$0	$48,938	$0	$0	$0		$48,938
LCTOP Interest:							$0
Other GGRF:							$0
Other Funds:							$0
Total Funding:	$0	$48,938	$0	$0	$0	$0	$48,938

Lead Agency:	City of Riverside	Amount:	PUC Funds Type:
Contact Person:	Socorro Gomez	$0	99313
Contact Phone #:	951-351-6073	$8,938	99314
Contact E-mail:	sgomez@riversideca.gov		

Contributing Sponsor:	Riverside County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Eric DeHate	$40,000	99313
Contact Phone #:	951-453-6765	$0	99314
Contact E-mails:	EDeHate@RCTC.org		

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

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

Total FY 23-24 LCTOP Funding	$48,938

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 support all of the free rides and marketing materials associated with Free Fare Program. These funds will not supplant or replace any existing funds for this project.

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.

N/A. This is a new allocation request.

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Funding Plan

Total Project Funding							
Component	**Prior**	**FY 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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	$40,000	$0	$0	$0	$0	$40,000
TOTAL	**$0**	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$40,000**

Funding Source:	Low Carbon Transit Operations Program (LCTOP)						
Component	**Prior**	**FY 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**Total**
PA&ED							**$0**
PS&E							**$0**
R/W							**$0**
CON							**$0**
Veh/Equip Purchase							**$0**
Operations/Other		$40,000					**$40,000**
TOTAL	**$0**	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$40,000**

Funding Source:	Low-No						
Component	**Prior**	**FY 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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**

LCTOP FY 2023-2024 Allocation Request

Funding Plan

Funding Source:							
Component	**Prior**	**FY 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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 23-24**	**FY 24-25**	**FY 25-26**	**FY 26-27**	**FY 27-28**	**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*.

The Free Fare Program will provide free ride vouchers to new riders and Free Fare days to existing senior and disabled riders of Riverside Connect for a three-year period beginning September 1, 2024. Free Fare days will take place on at least 6 days each project year including Transit Equity Day, Earth Day, World Senior Citizen Day, a day during Disability Awareness Month and others. Registered riders will be able to travel free on any of the designated days as long as they are registered with Riverside Connect and follow our reservation process for their rides. Free ride vouchers will be distributed to new, unregistered riders of Riverside Connect at least 8 events throughout the year, such as Senior Fairs, Summer Concert Series, Senior Center Luncheons and more. Marketing of the Free Fare Program will potentially include flyers, brochures, billboard advertisement and more. It is anticiapted that a total of 6,480 free rides will take place and 1,248 free voucher will be distributed across the life of the project.

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 Free Fare Program is a result of a significant decrease in ridership since the COVID-19 pandemic and recent public outreach meetings regarding an upcoming fare increase for Riverside Connect riders. Prior to the pandemic, Riverside Connect was providing between 600-650 rides per day for its senior and disabled patrons. Currently, ridership is at roughly 360 riders per day, a reduction of almost 45%. While Riverside Connect is is need of a fare increase, it is very much aware that most riders have little money to spare for transportation. The increase will take place in two-steps. A 25 cent increase effective July 1, 2024 and another 25 cent increase July 1, 2025. There were multiple public meetings to discuss the fare increase. Forums were held at five Senior Centers on different days of the week and varying times across the months of August and September 2023. The topic was agendized on the Commission on Aging, Commission on Disabilities and the Park and Recreation Commission in the month of September 2023. There were 15-30 attendees at each meeting. The Free Fare program's purpose is two-fold, 1) Spread knowledge of Riverside Connect to subsequently increase ridership to pre-pandemic levels and 2) ease the burden of the small fare increase to our riders.

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.***

Year One $20,283 ($5,940 Free Ride Days, $1,144 Free Ride Vouchers, $13,199 Marketing materials)
Year Two $14,328 ($6,480 Free Ride Days, $1,248 Free Ride Vouchers, $6,600 Marketing materials) Year Three $14,327 ($6,480 Free Ride Days, $1,248 Free Ride Vouchers, $6,599 Marketing materials) Total Project Costs $48,938

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.**

Currently, Riverisde Connect has two fares - $2.00 for medical trips and $3.00 for all other trips. These fares will increase by 25 cents on July 1, 2024, becoming $2.25 and $3.25 respectively, and again on July 1, 2025 by another 25 cents, becoming $2.50 and $3.50. Riverside Connect is looking to offer free fares and not discounted fares, so fares will be $0 for those using Free Fare passes throughout the program years.

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.***

Riverside Connect is a division within the City of Riverside's Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the Riverside city limits. Riverside Connect is an origin-to-destination shared ride service available to senior citizens (60 years of age and older) and persons with disabilities (documentation from a physician is required for individuals with a disability). Riverside Connect operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year's Day. Hours of operation are 8:00 am - 5:30 pm Monday through Friday abd 9:00 am - 4 pm on weekend and holidays. Prior to COVID-19 ridership was approximately 650 riders per day. Post-pandemic, rides remain at a roughly 360 rides per day.

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Project GHG Benefits

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

The project would provide free fares for new and existing senior and disabled riders using Riverside Connect. The use of free passes will encourage more riders to use our services instead of automobiles, thus reducing VMT and GHG associated with automobile trips.

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.*	2024	The anticipated program start date in September 1, 2024.
Year F (YrF) - *Final year that the service is funded or the final year of useful life for capital improvements.*	2027	The project is anticipated to end on Septemeber 1, 2027.
Project Yr. 1 Ridership Increase - *Estimated annual ridership contributed by the new service or capital improvement in Yr1.*	540	It is estimated there will be 2,580 free passes distributed annually. Approximately 420 of these passes will be given out to new riders through various outreach events throughout the year.
Project Yr. F Ridership Increase - *Estimated annual ridership contributed by the new service or capital improvement in YrF.*	540	It is estimated there will be 2,580 free passes distributed annually. Approximately 420 of these passes will be given out to new riders through various outreach events throughout the year.
Adjustment (A) - *Adjustment factor to account for Choice Riders. Use defaults values.*	0.540	Selected from DR DO defaults
Trip Length (L) - *Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values.*	5.63	Riverside Connect (City of Riverside) average passenger trip length
Project Useful Life	**3**	This is calculated based on the values above.
Total Project Ridership Increased	**1,620**	This is calculated based on the values above.
Total Project VMTs Reduced	**4,925**	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO2e)	**1.83**	This number is calculated based on the values from above and the **QM-Tool tab**.
LCTOP Project GHG Emission Reductions (MTCO2e)	**1.83**	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)*	Transit subsidies
% of Project Budget Associated with Primary Activity	100.00%
Other Project Activity *(select from drop-down)*	
% of Project Budget Associated with Other Activity	
Other Project Activity *(select from drop-down)*	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

	Value	Explanation
Baseline Average One-Way Fare Cost ($/One-Way Trip/Rider) *(Average fare per boarding, prior to project implementation)*	$2.47	At the time of submittal, Riverside Connect has two fares $2.00 medical trip and $3.00 for all other. Effective July 1, 2024 fares will increase to $2.25 and $3.25. Effective July 1, 2025, fares will become $2.50 and $3.50. The inputted
New Average One-Way Fare Cost ($/One-Way Trip/Rider) *(Average fare per boarding resulting from project implementation)*	$0.00	For riders with a Free Fare pass, the fare is $0.
Transit Facility Parking Cost ($/Roundtrip/Rider) *(Average cost to park to use transit associated with project)*	$0.00	(ex. The average transit facility parking cost is $5 per day)
Avoided Parking Cost ($/Roundtrip/Rider) *(Average avoided parking cost associated with project)*	$0.00	(ex. The average parking cost in the project area is $15 per day)
Avoided Toll Cost ($/Roundtrip/Rider) *(Average avoided toll cost associated with project)*	$0.00	(ex. The average tolling cost in the project area is $10 per day)

Co-Benefits - Check all additional Benefits/Outcomes.

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

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

Co-Benefits of the Free Fare Program include improved public health and promotes active transportation. Riverside Connect can be used to visit one of the many City parks, community/senior centers, or trails where they can walk, hike, exercise and socialize with others. For the senior population, it is important to socilaize and keep active to combat lonliness and social isolation. An increase in public transportation trips reduces the pollutants of automobiles and increase the health of all residents in the City.

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Community Engagement Co-Benefits

Community engagement refers to the process of cultivating active public participation in, or leadership of, affairs of importance to the community. California Climate Investments that engage with communities can provide positive co-benefits. A positive community engagement co-benefit results when a California Climate Investments project is able to demonstrate that public participation in planning, design, and implementation occurs in ways that foster community access, deliberation, and leadership. Please answer a couple of questions to determine your level of Community Engagement Benefit.

Projects Community Engagement Co-benefits: Use the Community Engagement Co-benefit Assessment tool found in the FY 23-24 LCTOP Supplemental Guidance to identify the specific level of Community Engagement Co-benefit (High, Medium, Low):	Medium

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

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.

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, and document how the received input was considered in the
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 City is a member of Riverside County Transportation Commission. Agency members often collaborate and discuss their agency needs and common issues. Since the pandemic, most agencies have shared that their ridership dropped markedly, and many discussions have been how to increase ridership and what the current factors are years later that are still addressing ridership on public transportation. With the costs of goods and services spiking drastically, especially in California, many of Riverside's senior and disabled riders have been hit hard financially. While Riverside Connect is preparing for a fare increase, it is very much aware that most riders have little money to spare for transportation. Multiple public meetings were held to discuss the fare increase. Forums were held at five Senior Centers on different days of the week and varying times throughout August and September 2023. The topic was on the Commission on Aging, Commission on Disabilities and the Park and Recreation Commission agendas in September 2023. There were 15-30 attendees at each meeting. Comments from the attendees include both support for the increase and concern for transportation costs overall.

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Priority Populations Benefits

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.

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 Free Fare program will allow individuals residing in Disadvantaged Communities (DAC), Low-income Communties (LIC) and Low Income Communities one-half mile outside a DAC to receive free transportation opportunities throughout the year for each project year. The Free Fare Program will be availalbe for new and exisiting riders to use Riverside Connect to travel to medical appointments, the grocery store, dialysis, work, etc. Riverside is 81 square miles and it is a flat rate to anywhere within the City limits, one way. Many residents do not travel out of their own neighborhood; this program will encourage riders to attend special events, meet with friends, try a new restaurant or travel to the edge of town to connect with another transportation provider to go visit a familiy member in another city.

Please provide the amount of FY 23-24 LCTOP funds benefit Priority Populations (*Total should not exceed total FY 23-24 LCTOP project funding)* :

Amount of funds to benefit a Disadvantage Community:	$24,469
Amount of funds to benefit Low-Income Community:	$12,235
Amount of fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	$12,234

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.

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_23-24.pdf

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

Project Name:	**Free Fare Program**

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
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	Riverside	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2024	Required Input	The first year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
Year F (YrF)	2027	Required Input	The final year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
Useful Life (yrs)	3	Calculated	The number of years the service is funded by FY 2022-23 LCTOP funds. Limited to up to 50 years.
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	540	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
YrF Ridership	540	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	0.540	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)	5.63	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	4,925	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions ($MTCO_2e$)	2	Calculated	The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO2e) from displaced auto VMT from the proposed project.

This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).			
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 (gCO2e/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 ($MTCO_2e$)		Not Applicable	Not applicable for this project type.
This section is used to estimate the net emission reductions from vehicle replacement as a result of the proposed project.			
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 (gCO2e/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 ($MTCO_2e$)		Not Applicable	Not applicable for this project type.

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 ($MTCO_2e$)		Calculated	Not applicable for this project type.
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)	$2.47	Required Input	The average fare cost per one-way trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.
New Average One-Way Fare Cost ($/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)	$0.00	Required Input	The average expected cost of tolls per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
This section is used to estimate the travel cost savings as a result of the proposed project.			
Total Project GHG Emission Reductions ($MTCO_2e$)	2	Calculated	Total GHG emission reductions (MTCO2e) from the project during the useful life.
Total LCTOP Project GHG Emission Reductions ($MTCO_2e$)	2	Calculated	The portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other GGRF-funded programs, as applicable.
FY 2022-23 LCTOP Project GHG Emission Reductions ($MTCO_2e$)	2	Calculated	The portion of GHG emission reductions attributable to funding from FY 22-23 LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from FY 22-23 LCTOP and other GGRF-funded programs, as applicable.

LCTOP FY 2023-2024 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
E. LaCadena & Oxford Street	34.0059417	-117.348434	Disadvantaged Community (DAC)
Prescott Way & Canyon Crest Drive	33.9853144	-117.331113	Low-Income Community/Household (LICH)
Daventry Road & Elsinore Road	33.9576035	-117.361585	Low-Income w/n 1/2 mile of a DAC
Orange Street & Placentia Lane	34.0160414	-117.350728	DAC and LICH

LCTOP FY 2023-2024 Project Location Information

Location Name	Latitude	Longitude	Priority Population

LCTOP FY 2023-2024 Project Location Information

Location Name	Latitude	Longitude	Priority Population

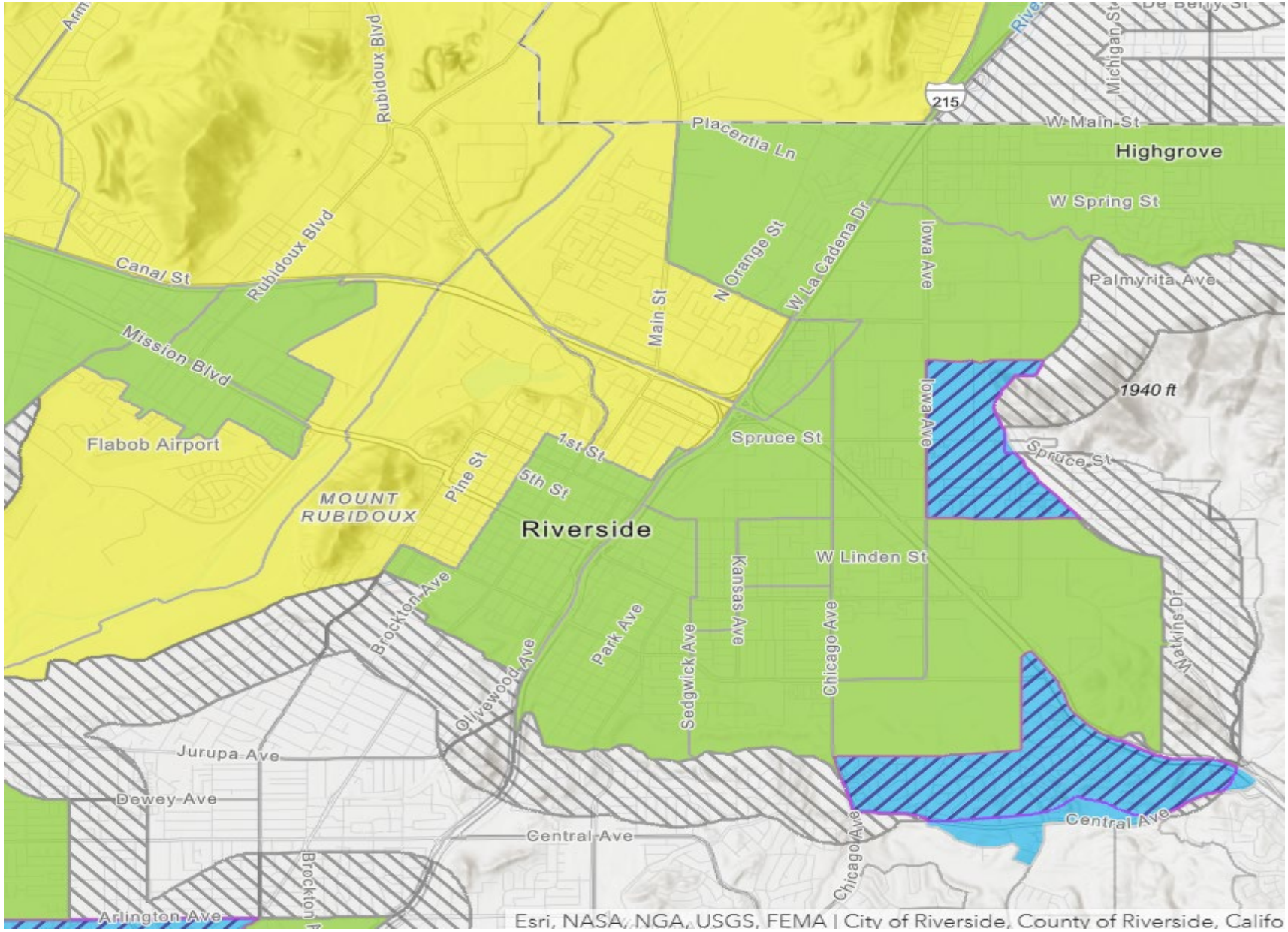
LCTOP FY 2023-2024 Project Location Information

Location Name	Latitude	Longitude	Priority Population

LCTOP FY 2023-2024 MAP

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

https://webmaps.arb.ca.gov/PriorityPopulations/



California Air Resources Board

Job Co-benefit Modeling Tool

California Climate Investments

Project Name	Free Fare Program

Total Full-time Equivalent Jobs Supported by Project Budget	1.1
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	1.1
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	0.8
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

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

Project Name:	Free Fare Program

Project Information		
FY 2022-23 LCTOP GGRF Funds Requested ($)	$	48,938
Total LCTOP GGRF Funds ($)	$	48,938
Total GGRF Funds ($)	$	48,938
Non-GGRF Leveraged Funds ($)	$	-
Total Funds ($)	$	48,938

GHG Summary	
Total FY 2022-23 LCTOP GHG Emission Reductions ($MTCO_2e$)	2
Total LCTOP GHG Emission Reductions ($MTCO_2e$)	2
Total GHG Emission Reductions ($MTCO_2e$)	2
Total GHG Emission Reductions per FY 2022-23 LCTOP GGRF Funds ($MTCO_2e$/$million)	37
Total GHG Emission Reductions per Total GGRF Funds ($MTCO_2e$/$million)	37

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:	Free Fare Program

Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO_x Emission Reductions (lbs)	1
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)	4,925
Fossil Fuel Use Reductions (gallons)	182
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings ($)	$4,820
Energy and Fuel Cost Savings ($)	$0
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)	1
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)	4,925
Fossil Fuel Use Reductions (gallons)	182

Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings ($)	$4,820
Energy and Fuel Cost Savings ($)	$0

Adjustment Factor (A) and Length of Average Trip (L) Defaults

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 2021 data due to COVID-19 service interruptions. 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.

Mode Type	Mode	Type of Service	Adjustment (A) Factor	Length (L) of Average Trip (Miles/Trip)
Bus (Local)	MB	DO	0.561 (Transit Bus) 0.585 (Shuttle)	3.29
Bus (Local)	MB	PT	0.561 (Transit Bus) 0.585 (Shuttle)	4.2
Commuter Bus (Express/Intercity)	CB	DO	0.705	23.15
Commuter Bus (Express/Intercity)	CB	PT	0.705	22.61
Bus Rapid Transit	RB	DO	0.542	4.61
Cable Car	CC	DO	0.479	1.26
Heavy Rail	HR	DO	0.794	9.24
Light Rail	LR	DO	0.685	6.03
Commuter Rail	CR	DO	0.867	25.63
Commuter Rail	CR	PT	0.867	33.55
Streetcar Rail	SR	DO	0.479	1.43
Trolley Bus	TB	DO	0.479	1.53
Hybrid Rail	YR	DO	0.738	6.86
Hybrid Rail	YR	PT	0.738	7.29
Monorail/Automated Guideway	MG	PT	0.479	3.18
Demand Response Transportation Network Company	DR	TN	0.54	4.64

Demand Response Taxi	DR	TX	0.54	9.1
Ferryboat	FB	DO	1	12.01
Ferryboat	FB	PT	1	23.7
Demand Response	DR	DO	0.54	5.81
Demand Response	DR	PT	0.54	8.88
Vanpool	VP	DO	0.879	31.72
Vanpool	VP	PT	0.879	48.56

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	12.6	$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	14.6	-
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	-
City of Gardena	MB	DO	3.34	-
City of Glendale	DR	PT	3.04	-
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	-
City of Modesto	DR	PT	4.5	$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	1.8	$0.69
City of Montebello	MB	DO	3.3	$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	4.2	-
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	5.4	-
City of Redondo Beach	MB	PT	3.6	-
City of Riverside	DR	DO	5.63	$2.47
City of San Luis Obispo	MB	PT	3.1	$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	8.3	-
City of Santa Maria	MB	PT	3.49	-
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	10.8	$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	2.9	$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	6.9	$1.42
Monterey-Salinas Transit	MB	PT	3.7	$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	-
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	5.3	$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	11.8	$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	26.1	$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	23.7	$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	5.2	$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	$1.10
Santa Clara Valley Transportation Authority	MB	PT	4.5	$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	7.5
The Eastern Contra Costa Transit Authority	DR	PT	4.74	4.18
The Eastern Contra Costa Transit Authority	DR	TN	6.17	4
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	-
Ventura County Transportation Commission	DR	PT	2.8	-
Ventura County Transportation Commission	MB	PT	4.37	-
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