

LCTOP FY 2023-2024 Allocation Request

Lead Agency Information

Lead Agency Name:	County of Sonoma		
Address:	355 W. Robles Avenue		
City, State, Zip Code:	Santa Rosa, CA 95407		
County:	Sonoma County		
Agency Website:	http://sctransit.com/		
Regional Planning Agency:	Metropolitan Transportation Commission		
Agency Type:	Transit Operator		
Transit Service Name:	Sonoma County Transit		
Caltrans District:	04		
Does your agency have an approved Title VI Plan	Yes	Approved Date:	09/22/22
		Title VI Attached:	Yes

Allocation Request Prepared by	
Name:	Bryan Albee
Title:	Transit Systems Manager
Phone #:	707-585-7516
E-mail:	bkalbee@sctransit.com

Contact (if different than "Prepared by")	
Name:	Steven Schmitz
Title:	Transit Specialist II
Phone #:	707-585-7516
E-mail:	steven@sctransit.com

Authorized Agent	
Name:	Johannes J. Hoevertsz
Title:	Director of Public Infrastructure
Phone #:	707-565-2231
E-mail:	johannes.hoevertsz@sonoma-county.org

Legislative District Numbers							
Assembly*:	10	4	2				
Senate*:	3	2					
Congressional*:	4	2					

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

Project Summary

Name: <i>No more than 180 characters.</i>	Purchase of One 40-Foot Battery-Electric Bus
Description (Short): <i>No more than 375 characters.</i>	Purchase of one 40-foot battery-electric bus that will be available for deployment on intercity routes serving the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma.
Type:	Capital_Project
Sub-Type	Purchase of expansion zero-emission vehicle(s) (may include equipment/infrastructure)

Start date (anticipated) :		End date (anticipated) :	
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Funding:	99313:	\$700,663	99314:	\$62,641	Total:	\$763,304
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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:	12	Years
	Operations:		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
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PUC 99313 Amount:		\$700,663					\$700,663
PUC 99314 Amount:		\$62,641					\$62,641
Total LCTOP Funds:	\$0	\$763,304	\$0	\$0	\$0		\$763,304
LCTOP Interest:							\$0
Other GGRF:							\$0
Other Funds:		\$588,196					\$588,196
Total Funding:	\$0	\$1,351,500	\$0	\$0	\$0	\$0	\$1,351,500

Lead Agency:	County of Sonoma	Amount:	PUC Funds Type:
Contact Person:	Steven Schmitz		99313
Contact Phone #:	707-585-7516	\$62,641	99314
Contact E-mail:	steven@sctransit.com		

Contributing Sponsor:	Metropolitan Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Anne Spevack	\$700,663	99313
Contact Phone #:	415-778-6611		99314
Contact E-mails:	aspevack@bayareametro.gov		

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	\$763,304
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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.

The budget anticipates that this project will be fully funded with a combination of LCTOP funds and Transportation Development Act funds. LCTOP funds will not be used to supplant other funds to complete the 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

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							

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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	\$1,351,500	\$0	\$0	\$0	\$0	\$1,351,500
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,351,500	\$0	\$0	\$0	\$0	\$1,351,500

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		\$763,304					\$763,304
Operations/Other							\$0
TOTAL	\$0	\$763,304	\$0	\$0	\$0	\$0	\$763,304

Funding Source: Transportation Development Act							
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		\$588,196					\$588,196
Operations/Other							\$0
TOTAL	\$0	\$588,196	\$0	\$0	\$0	\$0	\$588,196

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 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

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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

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.*

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LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of one 40-foot electric-powered bus that will be available for deployment on intercity routes providing service along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. This project is developed with the assumption that SCT will be purchasing the 40-foot electric-powered bus from Gillig Corporation which will replace one CNG bus. The low-floor bus will be 40-feet in length and equipped with 36 seats, 2 ADA-compliant wheelchair securement areas, security cameras, AVL systems and has an operating range of approximately 225 miles on a single charge. The electric-powered bus will be charged utilizing charging stations located at SCT's bus yard. Also, the installation of a remote charging station is tentatively planned at the Petaluma Transit Mall, which would effectively expand the operating range of the 40-foot electric bus beyond 225 miles.

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 purchase of electric-powered buses for Sonoma County Transit's fixed-route fleet is included in its FY 2022 Draft Short Range Transit Plan. SCT prepared an abbreviated version of its Short Range Transit Plan for FY 2023 that was adopted by the Sonoma County Board of Supervisors but which did not require any other public outreach efforts. This project was designed to avoid substantial burden on any low income disadvantaged communities by replacing older CNG vehicles with new clean air electric buses, reducing air contaminants along the corridors. The 40-foot electric-powered bus to be purchased will be deployed on Sonoma County Transit's intercity routes along the Highway 101 corridor in Sonoma County based only on current operating range limitations for electric-powered buses. As the operating range for electric-powered buses expands, SCT will deploy its electric-powered buses on additional intercity routes, as determined feasible.

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.**

As mentioned previously under project description, LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of one 40-foot electric-powered buses that will be available for deployment on intercity routes providing service along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. The low-floor bus will be 40-feet in length and equipped with 36 seats, 2 ADA-compliant wheelchair securement areas, security cameras, AVL systems and have an operating range of approximately 225 miles on a single charge. This requested LCTOP funding will assist with the purchase of a 40-foot electric-powered bus for SCT's fixed-route fleet. With the assumption for this project that SCT will be purchasing the 40-foot electric-powered bus from Gillig Corporation, the cost is estimated to be \$1,351,500, including options and delivery, based on a recent quote received from Gillig Corporation (see attached quote).

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.**

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All of Sonoma County Transit's local routes are currently fare-free. Cash fares on SCT's intercity routes depend on distance traveled and currently range from \$1.50 to \$4.80 for adults, \$1.25 and \$4.55 for youth, and \$0.75 and \$2.40 for senior/disabled. This project will not affect SCT's current fare structure.

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.**

Sonoma County Transit (SCT) currently operates a total of eighteen (18) local and intercity routes. SCT's 40-foot electric-powered bus will be available for deployment on SCT's intercity routes providing service along the Highway 101 corridor in Sonoma County between the cities of Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. During FY 2022-23 SCT provided a total of 613,031 fixed-route passenger trips and 36,842 ADA paratransit trips. With the outbreak of COVID-19 and major decreases in ridership, some of SCT's underperforming intercity routes were suspended and the schedules for most core intercity routes were reduced. However, ridership has gradually increased over the past three fiscal years and service has been fully restored or expanded on most of SCT's local and intercity routes.

Project GHG Benefits

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

Sonoma County Transit deploys buses that are fueled by compressed natural gas (CNG) on its intercity routes operated along the Highway 101 corridor in Sonoma County between Cloverdale and Petaluma. This project will replace one CNG-fueled bus with one zero-emission electric-powered bus. The deployment of an additional electric-powered bus on these routes will help to reduce greenhouse gas emissions.

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

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2026	Anticipated first year that 40-foot battery-electric bus will be deployed into service.

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Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2038	Anticipate final year that 40-foot battery-electric bus will be available for service, assuming 12-year useful life.
Project Yr. 1 Ridership Increase - Estimated annual ridership <u>contributed by the new service or capital improvement</u> in Yr1.		N/A
Project Yr. F Ridership Increase - Estimated annual ridership <u>contributed by the new service or capital improvement</u> in YrF.		N/A
Adjustment (A) - Adjustment factor to account for Choice Riders. Use defaults values.	0.705	Adjustment factor for intercity service per CARB's recommended default value. (CB- PT)
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values.	22.61	Average trip length for intercity service per CARB's recommended default value. (CB- PT)
Project Useful Life	12	This is calculated based on the values above.
Total Project Ridership Increased	0	This is calculated based on the values above.
Total Project VMTs Reduced	0	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	607.48	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO_{2e})	607.48	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

Project Benefits

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

Primary Project Activity (select from drop-down)	Procurement of buses
% 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, <i>prior</i> to project implementation)	\$2.10	(ex. The average adult, senior, youth, and discounted fare is \$1.18 per way)

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New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding <i>resulting from project implementation</i>)	\$2.10	(ex. The average reduced fare paid (due to this project) for adult, senior, youth, and discounted fare is \$0.75 per way)
Transit Facility Parking Cost (\$/Roundtrip/Rider) (Average cost to park to use transit associated with project)	N/A	(ex. The average transit facility parking cost is \$5 per day)
Avoided Parking Cost (\$/Roundtrip/Rider) (Average avoided parking cost associated with project)	N/A	(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)	N/A	(ex. The average tolling cost in the project area is \$10 per day)

Co-Benefits - Check all additional Benefits/Outcomes.

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

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

This project will improve public health through the deployment of a new zero-emission electric-powered bus on Sonoma County Transit's intercity routes serving the Highway 101 corridor in Sonoma County between the cities of Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. The deployment of a zero-emission electric-powered bus will reduce greenhouse gas emissions, and help reduce air pollution and related public health issues. Also, overall maintenance costs for the new electric-powered bus is expected to be less than the costs for a CNG-fueled bus. In addition, because the new electric-powered bus will be deployed on routes operated between the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma serving SMART commuter rail stations, it will help promote the intergration of bus and rail service in Sonoma County. Furthermore, overall system reliability and safety will be improved with the addition of the electric-powered bus because upgraded AVL and security camera systems will be included on the new bus.

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):

Low

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.

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)

Yes

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Is the project located within the boundaries of a disadvantaged community census tract?	
Is the project located within the boundaries of a low-income community census tract or household?	
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?	

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.

<p><u>Method:</u> Select the method your agency used for identifying an important community or household need.</p>	
<p><u>Specific Common Need:</u> Make a selection only if letter D is selected above.</p>	

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.*

After reviewing the individual factors in CalEnviroScreen 4.0 for DAC census tract 6097153200, it was determined that Asthma had a percentile score of 80 and, therefore, a higher relative burden among residents. This project will purchase a new zero-emission bus for deployment on intercity routes providing service within this DAC census tract, which will reduce the impacts of Asthma on residents.

Priority Populations Benefits

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

<p>Identify the Priority Population(s) that will benefit from this project.</p>	<p>Project provides benefits to a DAC, a LIC/HH, and a LIC/HH 0.5mi from a DAC</p>
<p>Priority Population Benefit: Select the benefit your project provides to the community or household.</p>	<p>A. Project reduces criteria air pollutant or toxic air contaminant emissions.</p>

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.

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The project will benefit the residents in DAC census tract 6097153200 by improving public health through the deployment of a new zero-emission electric-powered bus on Sonoma County Transit's intercity routes providing service along the Highway 101 corridor in Sonoma County between the cities of Cloverdale and Petaluma. The deployment of a zero-emission electric-powered bus in this disadvantaged community will also help to reduce greenhouse gas emissions, air pollution and related public health issues.

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

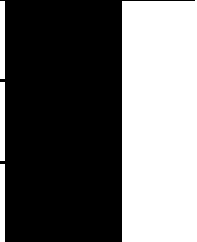
Amount of funds to benefit a Disadvantage Community:	\$763,304
Amount of funds to benefit Low-Income Community:	
Amount of fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	

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.

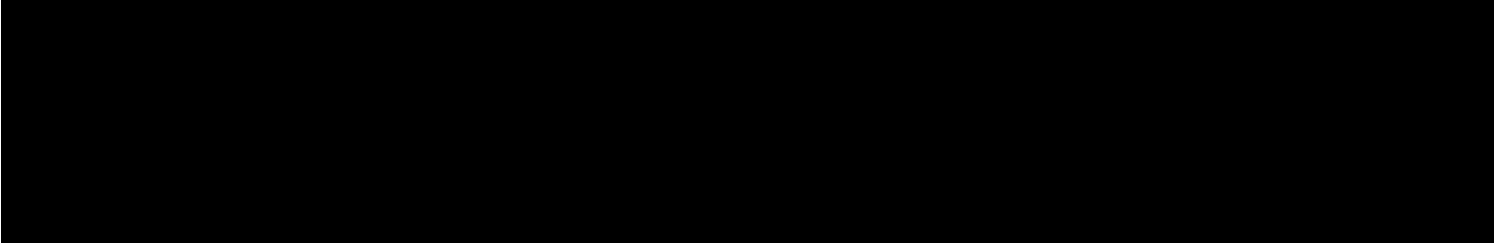
Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes

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:	Purchase of One 40-Foot Battery-Electric Bus
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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	Purchase of expansion zero-emission vehicle(s) (may include equipment/infrastructure)	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	Technology Conversion	Automated	Emission Estimates = Emissions from Baseline Vehicle – Emissions from New Vehicle
Service Type	Intercity/Express Bus (Long Distance)	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	Sonoma	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2026	Required Input	The first year of the rolling stock's useful life.
Year F (YrF)	2038	Required Input	The final year of the rolling stock's useful life.
Useful Life (yrs)	12	Calculated	The useful life of the rolling stock. 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	0	Not Required	Not applicable for this project type.
YrF Ridership	0	Not Required	Not applicable for this project type.
Adjustment Factor	0.705	Not Required	Not applicable for this project type.
Length of Average Trip (mi)	22.61	Not Required	Not applicable for this project type.
Passenger VMT Reductions (mi)	0	Not Applicable	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)	0	Not Applicable	Not applicable for this project type.

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	Transit Bus	Required Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type	Electric	Required Input	The fuel type (e.g. Electric, Diesel, etc.) of the vehicle to be acquired.
Hybrid Vehicle		Not Required	Not applicable for this project type.

Model Year	2026	Required Input	The engine model year of the vehicle to be acquired.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Optional Input	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.
Annual VMT (mi/yr)	40,000	Required Input	The estimated annual VMT of the vehicle to be acquired (e.g., 72,000 mi/yr).
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 ₂ e)	266	Calculated	The estimated GHG emissions (MTCO ₂ e) of the vehicle to be acquired.
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	Transit Bus	Required Input	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	CNG	Required Input	The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).
Hybrid Vehicle		Required Input	Is the vehicle to be acquired a hybrid?
Model Year	2012	Required Input	The average engine model year(s) of the baseline vehicle(s).
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Optional Input	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.
Annual VMT (mi/yr)	40,000	Required Input	The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)	874	Calculated	The estimated GHG emissions (MTCO ₂ e) of the vehicle to be acquired.
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 ₂ e)		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)	\$0.00	Not Required	Not applicable for this project type.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.10	Not Required	Not applicable for this project type.
Average Transit Facility Parking Cost (\$/Roundtrip/Rider)	N/A	Not Required	Not applicable for this project type.
Average Avoided Parking Cost (\$/Roundtrip/Rider)	N/A	Not Required	Not applicable for this project type.
Average Avoided Toll Cost (\$/Roundtrip/Rider)	N/A	Not Required	Not applicable for this project type.
This section is used to estimate the travel cost savings as a result of the proposed project.			
Total Project GHG Emission Reductions (MTCO ₂ e)	607	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
Total LCTOP Project GHG Emission Reductions (MTCO ₂ e)	607	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 ₂ e)	607	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
Redwood Dr / Golf Course Dr (Graton Reso)	38.363702	-122.714934	Disadvantaged Community (DAC)
Petaluma Hill Rd & Dutch Ln	38.304132	-122.666391	Low-Income Community/Household (LICH)
Santa Rosa Ave & Scenic Ave	38.376087	-122.713652	Low-Income w/n 1/2 mile of a DAC
Petaluma Transit Mall	38.236645	-122.636513	
E Washington St & Lakeville St	38.238262	-122.635649	
E Washington St & Vallejo St	38.240699	-122.633569	
E Washington St & Kenilworth Dr	38.243942	-122.630551	
N McDowell Blvd (Lucchesi Park)	38.252315	-122.631188	
N McDowell Blvd & Lynch Creek Way	38.253387	-122.633037	
N McDowell Blvd & Rainer Ave	38.255669	-122.637162	
Rainier Ave & Maria Dr	38.258269	-122.632706	
Rainier Ave & Acadia Dr	38.262005	-122.629869	
Sonoma Mtn Pkwy & Rainier Ave	38.262943	-122.630046	
Sonoma Mtn Pkwy (Petaluma SRJC)	38.267377	-122.637879	
Sonoma Mtn Pkwy & Reisling	38.269031	-122.640987	
Sonoma Mtn Pkwy & Ely Rd	38.268943	-122.643914	
Sonoma Mtn Pkwy & Maria Dr	38.268242	-122.649077	
N McDowell Blvd & Rainer Ave	38.256535	-122.638688	
N McDowell Blvd & Dynamic St	38.258040	-122.641359	
N McDowell Blvd & Sunrise Parkway	38.259642	-122.644167	
N McDowell Blvd & Southpoint	38.261705	-122.647780	
N McDowell Blvd & Southpoint	38.263234	-122.650539	
N McDowell Blvd & Corona Rd	38.265425	-122.654429	
N McDowell Blvd & Rand St	38.267776	-122.658547	
N McDowell Blvd & Clegg St	38.269374	-122.660257	
N McDowell Blvd & Scott St	38.272516	-122.663714	
N McDowell Blvd & Old Redwood Hwy	38.273992	-122.666204	
Old Redwood Hwy & McDowell Blvd	38.276301	-122.668933	Low-Income Community/Household (LICH)
Old Redwood Hwy & Ely Rd	38.284354	-122.667261	Low-Income Community/Household (LICH)
Old Redwood Hwy & Hatchery Rd	38.290003	-122.666313	Low-Income Community/Household (LICH)
Old Redwood Hwy & Petaluma Hill Rd	38.294591	-122.666843	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Woodward Ave	38.297297	-122.666315	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Adobe Rd	38.299560	-122.666344	Low-Income Community/Household (LICH)
Santa Rosa Ave & Horn Ave	38.376285	-122.713305	
Petaluma Hill Rd & East Railroad Ave	38.309041	-122.666429	Low-Income Community/Household (LICH)
Petaluma Hill Rd & East Railroad Ave	38.314599	-122.666574	Low-Income Community/Household (LICH)
Petaluma Hill Rd & Valley House Dr	38.320851	-122.666663	
Petaluma Hill Rd & Robert's Rd	38.329409	-122.666629	
Petaluma Hill Rd & Curtis Dr	38.333521	-122.666654	

LCTOP FY 2023-2024 Project Location Information

Location Name	Latitude	Longitude	Priority Population
East Cotati Ave & Petaluma Hill Rd	38.336254	-122.668754	Low-Income Community/Household (LICH)
Sonoma State University	38.338075	-122.675004	Low-Income Community/Household (LICH)
Sonoma State University - NB	38.338075	-122.675004	Low-Income Community/Household (LICH)
East Cotati Ave & Sequoia Way	38.336244	-122.675472	Low-Income Community/Household (LICH)
East Cotati Ave & Snyder/Roman	38.336248	-122.682228	Low-Income Community/Household (LICH)
East Cotati Ave & Cristobal Way	38.335187	-122.686873	Low-Income Community/Household (LICH)
East Cotati Ave & Camino Colegio Ave	38.333921	-122.688709	Low-Income Community/Household (LICH)
East Cotati Ave & Sunflower Dr	38.332673	-122.690441	Low-Income Community/Household (LICH)
East Cotati Ave & Ryan Lane	38.331436	-122.692934	Low-Income Community/Household (LICH)
East Cotati Ave & Lancaster Dr	38.330401	-122.695484	Low-Income Community/Household (LICH)
Adrian Dr & Bonnie Ave	38.332254	-122.700541	Low-Income Community/Household (LICH)
Adrian & Southwest	38.335824	-122.705034	Low-Income Community/Household (LICH)
Commerce Blvd & Arlen Dr	38.340774	-122.712232	Low-Income Community/Household (LICH)
Commerce Blvd & Enterprise Dr	38.345110	-122.711550	Low-Income Community/Household (LICH)
Commerce Blvd & RP Expressway	38.347616	-122.709438	Low-Income Community/Household (LICH)
RP Expressway & Hwy 101	38.348587	-122.711855	Low-Income Community/Household (LICH)
Martin Ave & Dowdell Ave	38.351581	-122.718106	Low-Income Community/Household (LICH)
Labath & Martin	38.355430	-122.722267	Low-Income Community/Household (LICH)
Business Park Dr & Redwood Dr	38.357607	-122.714360	Low-Income w/n 1/2 mile of a DAC
Redwood Dr & RP Expressway (Budget Inn	38.348991	-122.716730	Low-Income w/n 1/2 mile of a DAC
Redwood Dr / Golf Course Dr (Graton Reso	38.362135	-122.714454	Low-Income w/n 1/2 mile of a DAC
Graton Resort (North Entrance)	38.361640	-122.722626	Low-Income w/n 1/2 mile of a DAC
Redwood Dr / Commerce Blvd (Taco Bell a	38.364988	-122.713648	Disadvantaged Community (DAC)
Santa Rosa Ave & Mountain View Ave	38.381566	-122.713409	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave/ Todd Rd	38.387510	-122.713414	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Todd Rd	38.389586	-122.713391	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & East Robles Ave	38.393647	-122.713406	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Butterfly Ln	38.396649	-122.713364	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Castro Ct	38.399192	-122.713346	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Bellevue Ave	38.403739	-122.713305	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Court Rd	38.407537	-122.713294	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Yolanda Ave	38.411806	-122.713347	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Colgan Ave (Market Plac	38.419177	-122.713308	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Colgan Ave	38.421723	-122.713345	Low-Income w/n 1/2 mile of a DAC
Santa Rosa Ave & Barham Ave	38.427548	-122.712824	Low-Income Community/Household (LICH)
Santa Rosa Ave & Maple Ave	38.431762	-122.711203	Low-Income Community/Household (LICH)
Santa Rosa Ave & Mill St	38.434039	-122.711683	Low-Income Community/Household (LICH)
Santa Rosa Transit Mall	38.438686	-122.713727	Low-Income Community/Household (LICH)
B St & Ross St	38.441337	-122.716799	Low-Income Community/Household (LICH)
Mendocino Ave & Cherry St	38.444530	-122.716873	Low-Income Community/Household (LICH)
Mendocino Ave & College Ave	38.446148	-122.717560	Low-Income Community/Household (LICH)
Mendocino Ave & Ridgeway	38.449979	-122.717410	Low-Income Community/Household (LICH)
Ac Santa Rosa Junior College	38.455033	-122.717217	Low-Income Community/Household (LICH)
Mendocino Ave & Dexter St	38.457209	-122.717126	Low-Income Community/Household (LICH)
Mendocino Ave & Silva Ave	38.458518	-122.717083	Low-Income Community/Household (LICH)
Mendocino Ave & Steele Ln	38.462123	-122.717528	Low-Income Community/Household (LICH)
Administration Dr & Paulin	38.464252	-122.722061	Low-Income Community/Household (LICH)

LCTOP FY 2023-2024 MAP

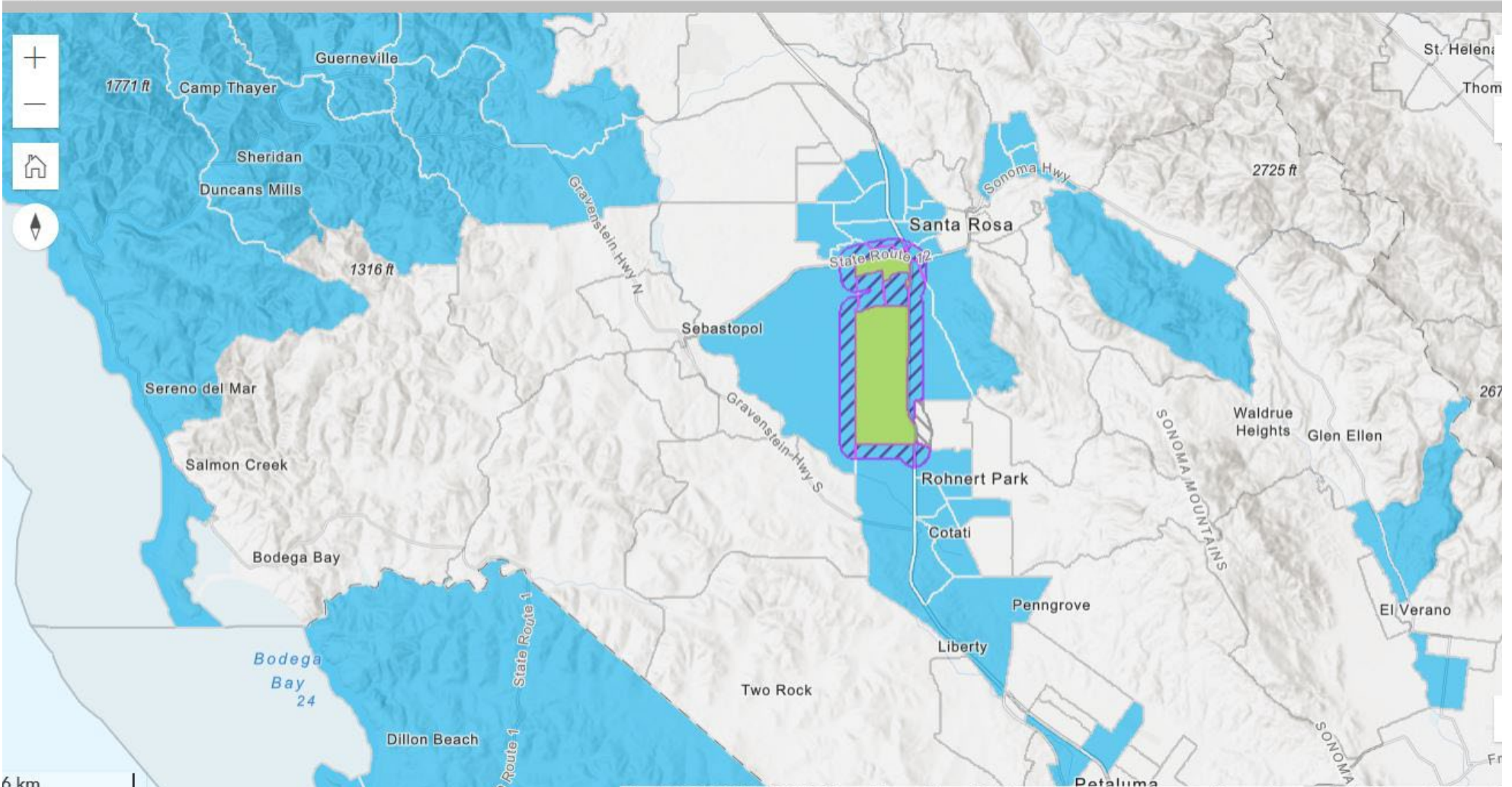
Please insert a screenshot of the [project area](#) from the CARB Greenhouse Gas Reduction Fund Project Map

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

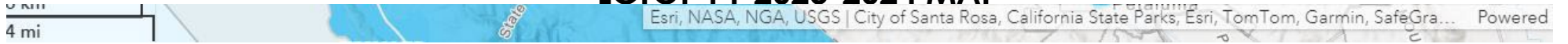


California Climate Investments Priority Populations 2023

Find address, census tract, or place and press the enter key



LCTOP FY 2023-2024 MAP





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

Project Name	Purchase of One 40-Foot Battery-Electric Bus
Total Full-time Equivalent Jobs Supported by Project Budget	7.0
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	4.0
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	1.7
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.9
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	1.3

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:	Purchase of One 40-Foot Battery-Electric Bus
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Project Information	
FY 2022-23 LCTOP GGRF Funds Requested (\$)	\$ 763,304
Total LCTOP GGRF Funds (\$)	\$ 763,304
Total GGRF Funds (\$)	\$ 763,304
Non-GGRF Leveraged Funds (\$)	\$ 588,196
Total Funds (\$)	\$ 1,351,500

GHG Summary	
Total FY 2022-23 LCTOP GHG Emission Reductions (MTCO ₂ e)	607
Total LCTOP GHG Emission Reductions (MTCO ₂ e)	607
Total GHG Emission Reductions (MTCO ₂ e)	607
Total GHG Emission Reductions per FY 2022-23 LCTOP GGRF Funds (MTCO ₂ e/\$million)	796
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)	796



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:	Purchase of One 40-Foot Battery-Electric Bus
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Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	117
Local PM _{2.5} Emission Reductions (lbs)	20
Local ROG Emission Reductions (lbs)	67
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)	78,360
Fossil Fuel Energy Use Reductions (kWh)	-913,816
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$96,782
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)	117
Local PM _{2.5} Emission Reductions (lbs)	20
Local ROG Emission Reductions (lbs)	67
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)	78,360
Fossil Fuel Energy Use Reductions (kWh)	-913,816
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$96,782

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)	3.29
			0.585 (Shuttle)	
Bus (Local)	MB	PT	0.561 (Transit Bus)	4.2
			0.585 (Shuttle)	
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