

LCTOP FY 2023-2024 Allocation Request

Lead Agency Information

Lead Agency Name:	County of Nevada		
Address:	13081 John Bauer Avenue		
City, State, Zip Code:	Grass Valley, CA 95945		
County:	Nevada County		
Agency Website:	https://www.mynevadacounty.com/nc/cda/pw/transit/Pages/Home.aspx		
Regional Planning Agency:	Nevada County Transportation Commission		
Agency Type:	Transit Operator		
Transit Service Name:	Nevada County Connects		
Caltrans District:	03		
Does your agency have an approved Title VI Plan	Yes	Approved Date:	03/26/24
		Title VI Attached:	Yes

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Division Manager
Phone #:	530-470-2833
E-mail:	robin.vanvalkenburgh@nevadacountyca.gov

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

Authorized Agent	
Name:	Robin Van Valkenburgh/Trisha Tillotson
Title:	Transit Manager/Dir. Comm Dev Agency
Phone #:	530-470-2833/530-265-1222
E-mail:	robin.vanvalkenburgh@nevadacountyca.gov

Legislative District Numbers							
Assembly*:	1						
Senate*:	4						
Congressional*:	1						

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

Project Summary

Name: <i>No more than 180 characters.</i>	Nevada County Connects Low-Income Pass Fare Subsidy Program
Description (Short): <i>No more than 375 characters.</i>	Fare subsidy program designed to support and enhance mobility options for low-income persons, as defined by the CA Department of Housing and Community Development, with in Western Nevada County. The subsidy would be offered to persons who are referred via a partner agency, and who have an annual income between 138-200% of Federal Poverty Level.
Type:	Operations_Project
Sub-Type	Implementation of free or reduced fares

Start date (anticipated) :	10/1/2024	End date (anticipated) :	11/01/2025
-----------------------------------	-----------	---------------------------------	------------

Funding:	99313:	\$142,258	99314:	\$6,683	Total:	\$148,941
-----------------	---------------	-----------	---------------	---------	---------------	-----------

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:		Years
	Operations:	13	Months

Approved LONP:	No	LONP Approval date:	
-----------------------	----	----------------------------	--

LCTOP FY 2023-2024 Allocation Request

Funding Information

Allocation Year	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PUC 99313 Amount:		\$142,258					\$142,258
PUC 99314 Amount:		\$6,683					\$6,683
Total LCTOP Funds:	\$0	\$148,941	\$0	\$0	\$0		\$148,941
LCTOP Interest:							\$0
Other GGRF:							\$0
Other Funds:							\$0
Total Funding:	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

Lead Agency:	County of Nevada	Amount:	PUC Funds Type:
Contact Person:	Robin Van Valkenburgh		99313
Contact Phone #:	530-470-2833	\$6,683	99314
Contact E-mail:	robin.vanvalkenburgh@nevadacountyca.gov		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Mike Woodman, Executive Director	\$142,258	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	mwoodman@nccn.net		

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	\$148,941
-------------------------------------	------------------

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.

This project is fully funded via the requested funding. No other funding is attributed to this program.

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

LCTOP FY 2023-2024 Allocation Request

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	\$148,941	\$0	\$0	\$0	\$0	\$148,941
TOTAL	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

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		\$148,941					\$148,941
TOTAL	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

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

LCTOP FY 2023-2024 Allocation Request

Project Information

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

The proposed project continues our previously funded low-income pass subsidy program. The program is designed to increase accessibility of transit to low-income community members by providing subsidized Nevada County Connects fixed route bus passes to eligible persons. Eligibility is based on a verified income of between 138 - 200 percent of the Federal Poverty Level, and the consumer may not currently receive transit benefits via another state of federal program. All consumers are referred to the program by partner agencies (Dept. of Behavioral Health, FREED Center for Independent Living etc.) who provide income verification. The low-income pass subsidy program currently provides an average of 90 passes per month to eligible consumers, which in FY22-23 resulted in approximately 20,000 trips, helping drive a 16 percent increase in ridership over prior year. NevCo Connects bus service operates Mon-Fri 6:00 AM - 8:00 PM and Sat 7:30 AM - 5:00 PM. The project service area includes all bus routes serving Western Nevada County; Grass Valley, Nevada City, Alta Sierra, Penn Valley, Rough & Ready, Lake Wildwood, Lake of the Pines, North San Juan and with regional connections at the Auburn Amtrak Station.

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.*

This is the continuation of our current Low-Income Pass subsidy program, which has proven to be very successful in meeting an unmet need within the community. This program was developed in conjunction with local partner agencies, including: FREED Centers for Independent Living, the Aging and Disability Resource Council, Connecting Point/211, County Behavioral Health, Adult Protective Services and Department of Social Services, the Homeless Outreach Team and the Social Services Transportation Advisory Committee. The project is supported by recommendations within the most recent Transportation Development Plan and Coordinated Public Transit - Human Services Transportation Plan updates completed in June 2021. The program supports significant portions of the local community designated as low-income.

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

The project addresses two fare sets: zone 1 Local (Grass Valley, Nevada City and Alta sierra) at \$45.00 per monthly pass, and zone 2 regional (Rough & Ready, Penn Valley, Lake Wildwood, North San Juan, Lake of the Pines and Auburn) at \$90.00 per monthly pass. The current low-income pass subsidy program provided a total of 1,080 passes (650 x zone 1 @ \$45 = \$29,250) and (430 x zone 2 @ \$90 = \$38,700) in fiscal year 2022-23.

LCTOP FY 2023-2024 Allocation Request

Agency Information

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

The Nevada County Connects fare structure is a two zone system: zone 1 Local (Grass Valley, Nevada City and Alta Sierra) at \$1.50 for an Adult single ride cash fare and \$0.75 Discount (Senior, youth and ADA/disabled), monthly passes are \$45.00 Adult and \$22.50 Discount; zone 2 Regional (Penn Valley, Rough & Ready, Lake Wildwood, North San Juan, Lake of the Pines and Auburn) \$3.00 Adult single ride cash fare, \$1.50 Discount, monthly passes are \$90.00 Adult and \$45.00 Discount. This project will not effect fares.

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

The project will operate within the current Nevada County Connects operating days and hours: Monday - Friday 6:00 AM - 8:00 PM and Saturday 7:30 AM - 5:00 PM and will serve our defined service area. The fixed route bus system operates throughout Western Nevada County serving the Cities, towns and unincorporated communities of: Grass Valley, Nevada City, Penn Valley, Alta Sierra, Rough & Ready, Lake Wildwood, North San Juan, Lake of the Pines and our regional partner Auburn. The proposed project addresses recommendations from local planning documents and does not alter services provided. Public outreach and marketing will educate the community about the program; who is eligible and how to access the program and system. The fare subsidy program provides subsidized monthly bus passes to eligible persons, thereby improving access, increasing ridership and enhancing awareness of the transit system. This project addresses identified unmet needs within the community due to the fact that being low-income is not a qualifying factor for receiving discounted fares.

LCTOP FY 2023-2024 Allocation Request

Project GHG Benefits

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

The project will improve access to our rural fixed route public transit bus system by offering an affordable mobility option for low-income persons that connects to employment, education, social services, medical services and community events. The current program provides approximately 20,000 trips annually, thereby reducing VMT and greenhouse gas emissions. The project includes collaboration with organizations throughout the community to assist in outreach efforts and supports the education of, and sharing information on, the benefits of the program as they relate to using public transportation and reducing 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.	2024	The first year of service to be funded through this LCTOP allocation request.
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2026	The last year of service expected to be funded through this LCTOP allocation request.
Project Yr. 1 Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	20,796	Total estimated ridership based on current program use and ridership increases. 1,080 passes annually (~90 passes/month) x 19.6 trips/pass/month.
Project Yr. F Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in YrF.	29,341	Total estimated ridership based upon providing 1,358 passes annually (~113 passes/month) x 21.6 trips/pass/month
Adjustment (A) - Adjustment factor to account for Choice Riders. Use defaults values.	0.670	The Nevada County Connects fixed route transit service provides both local and long distance commute services, therefore an average of the two suggested defaults was used.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values.	2.78	Obtained by dividing FY22-23 annual revenue miles (320,617) by total passenger boardings (115,093).
Project Useful Life	2	This is calculated based on the values above.
Total Project Ridership Increased	50,137	This is calculated based on the values above.
Total Project VMTs Reduced	93,385	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	37.47	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO_{2e})	37.47	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

LCTOP FY 2023-2024 Allocation Request

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, <i>prior</i> to project implementation)	\$2.30	This is the average fare for the FY22-23 service year based on an adult single ride cash fare of \$1.50 zone 1 and \$3.00 zone 2.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding <i>resulting from</i> project implementation)	\$2.30	This is the expected average cash fare based on current program use and ridership increases seen in FY23-24.
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.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Improved Safety
<input checked="" type="checkbox"/> Improved Public Health
<input type="checkbox"/> Reduced Operating/Maintenance Cost
<input type="checkbox"/> Increase System Reliability | <input checked="" type="checkbox"/> Coordination with Educational Institution
<input checked="" type="checkbox"/> College <input checked="" type="checkbox"/> Grades K-12
<input checked="" 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 supports improved safety by providing bus passes to low-income individuals who may otherwise walk along highways or hitch hike to get to their destination. The project supports improved public health by providing access to mental and physical healthcare locations, employment and education opportunities, including local and regional community college and K-12 schools, and recreation areas within the community such as the Yuba River. Since every bus is fitted with bicycle racks, and Nevada County Connects policy allows for the use and transport of foldable electric scooters, this program may improve participation in active transportation, and offers significant opportunity to connect with regional services including light rail and Amtrak.

LCTOP FY 2023-2024 Allocation Request

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)	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
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?	No

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.	D. Alternative Approach: Where direct engagement is infeasible, refer to the list of common needs for priority populations in CARB's Funding Guidelines Table 5 and confirm that the project addresses at least one listed need.
Specific Common Need: Make a selection only if letter D is selected above.	ECON 5 Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities).

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.*

This project was developed based on strategy recommendations from the 2021 Nevada County Coordinated Public Transit - Human Service Transportation Plan and through direct communications with local partner agencies. Public outreach was held throughout the program development and was most recently offered when current program status was presented during the March 20, 2024 Transit Services Commission meeting. Ongoing public outreach is conducted through the ATCI-MAPCO/SSTAC quarterly meetings, every other month Transit Services Commission meetings and through our website here <https://www.nevadacountyca.gov/2259/Fares-and-Passes>. The proposed project will benefit all communities served by Nevada County Connects, a significant portion of which are AB1550 designated low-income populations.

LCTOP FY 2023-2024 Allocation Request

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 LIC/HH
---	---------------------------------------

Priority Population Benefit: Select the benefit your project provides to the community or household.	F. Project improves combined housing and transportation affordability.
---	--

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.

By providing subsidized monthly bus passes to low-income persons we are removing a cost barrier to access a myriad of services such as: employment, healthcare and mental health services and local and regional activities, as well as local cultural and entertainment events.

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:	\$0
Amount of funds to benefit Low-Income Community:	\$148,941
Amount of fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	\$0

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
 Low Carbon Transit Operations
 California Climate Investments

Note to applicants:

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available at https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans_lctop_finaluserguide_23-2

Step 2a: Identify the Project Type.

Step 2b: Input Project-specific Information.

Project Name:	Nevada County Connects Low-Income Pass Fare Subsidy Project
----------------------	---

This section is used to determine the quantification method and emission factors to use to estimate benefits.

Project Info Inputs	Input	Required
Project Type	Implementation of free or reduced fares	Required Input
Quantification Method	Increased Ridership	Automated
Service Type	Local/ Intercity Bus (Short Distances)	Required Input
Type of Region	County	Required Input
Region	Nevada	Required Input
Year 1 (Yr1)	2024	Required Input
Year F (YrF)	2026	Required Input
Useful Life (yrs)	2	Calculated

This section is used to estimate the emission and cost reductions from displaced auto vehicle miles.

Displaced Auto VMT Inputs	Input	Required
Yr1 Ridership	20,796	Required Input
YrF Ridership	29,341	Required Input
Adjustment Factor	0.670	Required Input
Length of Average Trip (mi)	2.78	Required Input
Passenger VMT Reductions (mi)	93,385	Calculated
GHG Emission Reductions (MTCO ₂ e)	37	Calculated

This section is used to estimate the net emission reductions from new service or from the purchase of a new vehicle		
New Service Vehicle Inputs	Input	Required
Vehicle Type		Not Required
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type		Not Required
Hybrid Vehicle		Not Required
Model Year		Not Required
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required
Annual VMT (mi/yr)		Not Required
Annual Fuel Use		Not Required
Annual Renewable Energy Generated (kWh/yr)		Not Required
GHG Emissions (MTCO ₂ e)		Not Applicable
This section is used to estimate the net emission reductions from vehicle replacement as a result of a project		
Baseline Vehicle Inputs	Input	Required
Vehicle Type		Not Required
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type		Not Required
Hybrid Vehicle		Not Required
Model Year		Not Required
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required
Annual VMT (mi/yr)		Not Required
Annual Fuel Use		Not Required
GHG Emission Reductions (MTCO ₂ e)		Not Applicable

This section is used to estimate the net emission reductions from fuel/energy reductions as a		
Fuel/Energy Reductions Inputs	Input	Required
Vehicle Type		Optional Input
Engine Tier		Not Required
Engine Horsepower		Not Required
Fuel Type		Not Required
Model Year		Not Required
Annual Fuel/Energy Reduced		Not Required
GHG Emission Reductions (MTCO ₂ e)		Calculated
This section is used to estimate the travel cost savings as a result of the proposed project.		
Travel Cost Savings Inputs	Input	Required
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.30	Required Input
New Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.30	Required Input
Average Transit Facility Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input
Average Avoided Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input
Average Avoided Toll Cost (\$/Roundtrip/Rider)	\$0.00	Required Input
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)	37	Calculated
Total LCTOP Project GHG Emission Reductions (MTCO ₂ e)	37	Calculated
FY 2022-23 LCTOP Project GHG Emission Reductions (MTCO ₂ e)	37	Calculated

ces Board
ool for the
ations Program
vestments

ilable here:
[24.pdf](#)

gram

imate emissions.
Description
For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Emission Estimates = Emission Reductions from Displaced Autos
The transit service (e.g., Intercity/Express Bus (Long Distance), Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.
The type of region that best encompasses the geographic location for the proposed project type.
The County or Air Basin where the majority of the service occurs.
The first year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
The final year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
The number of years the service is funded by FY 2022-23 LCTOP funds. Limited to up to 50 years.
passenger miles traveled (VMT).
Description
The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.
Discount factor applied to annual ridership to account for transit-dependent riders. Use: Document project-specific data or system average developed from a recent, statistically valid survey or default.
Annual passenger miles over unlinked trips directly associated with the proposed project.
The estimated displaced auto VMT from the proposed project.
The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO2e) from displaced auto VMT from the proposed project.

chase of new zero-emission/hybrid vehicle(s).
Description
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for the selected fuel type.
Not applicable for this project type.
Result of the proposed project.
Description
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.

result of the proposed project.
Description
The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the vehicle(s) that will realize fuel/energy reductions as a result of The project.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Not applicable for this project type.
Description
The average fare cost per one-way trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.
The new expected average fare cost per one-way trip per rider resulting from the proposed project.
The average expected cost of parking per roundtrip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
The average expected cost of parking per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
The average expected cost of tolls per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
Total GHG emission reductions (MTCO _{2e}) from the project during the useful life.
The portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other GGRF-funded programs, as applicable.
The portion of GHG emission reductions attributable to funding from FY 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.

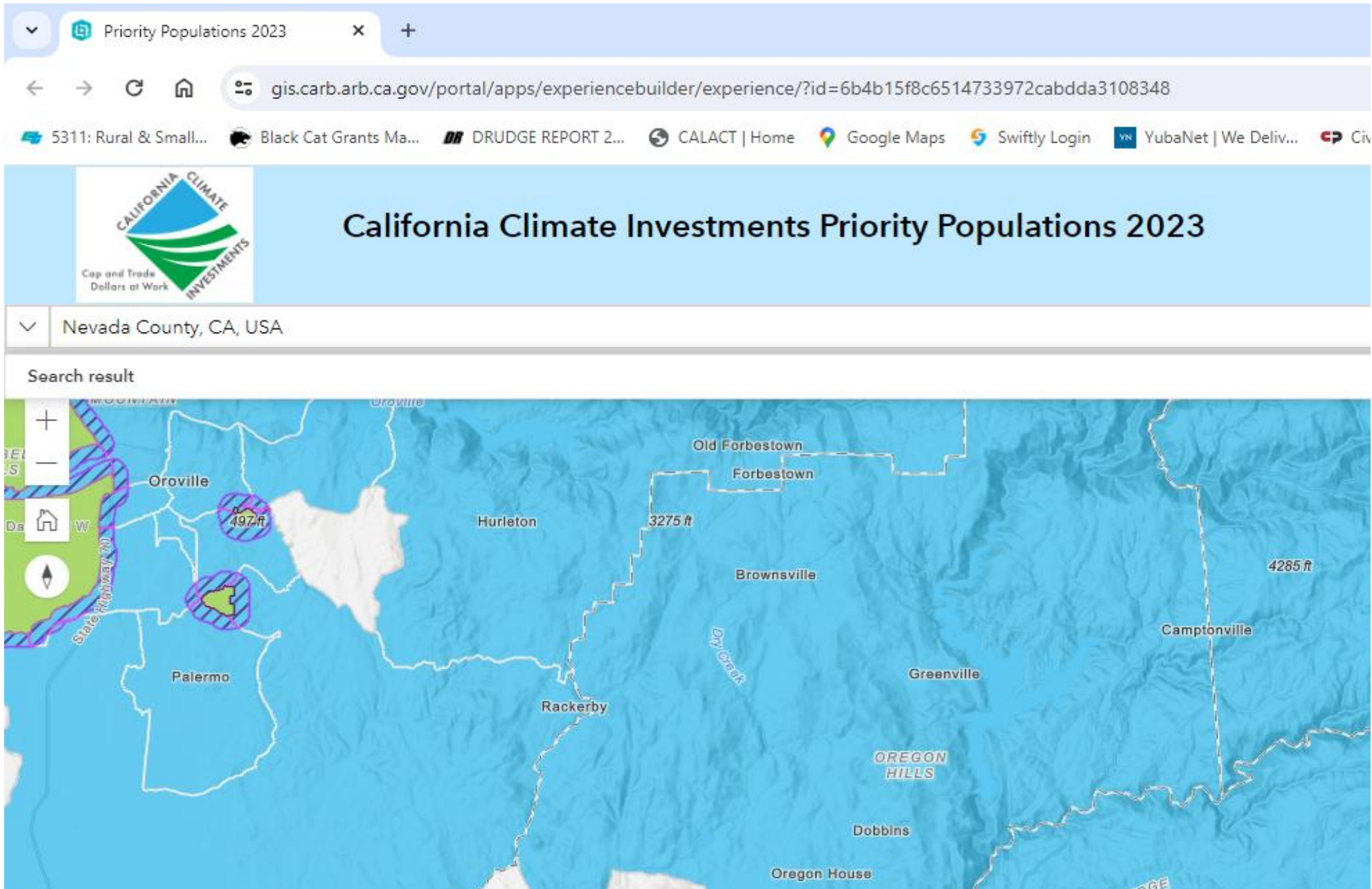
LCTOP FY 2023-2024 Project Location Information

Location Name	Latitude	Longitude	Priority Population

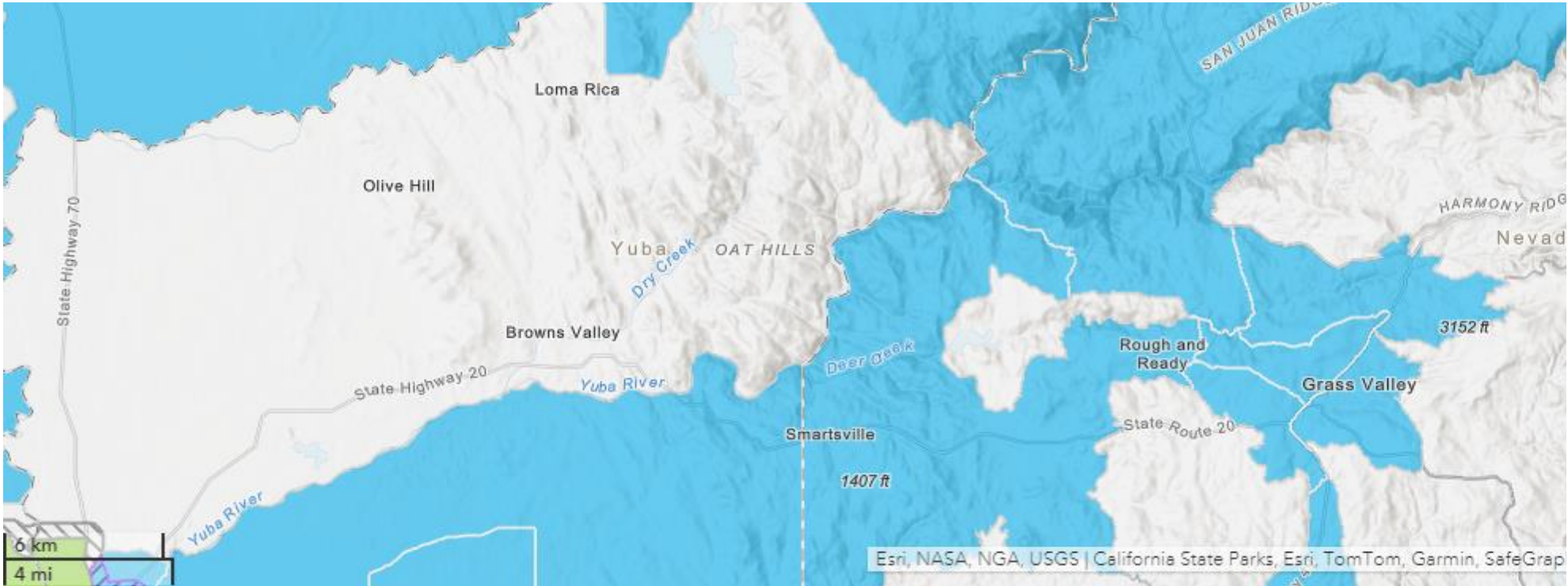
LCTOP FY 2023-2024 MAP

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

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



LCTOP FY 2023-2024 MAP



LCTOP FY 2023-2024 MAP

vicPlus Platform - ... Microsoft Office Ho... Division of Rail and... CalTIP/Alliant Login WCR- Google Groups >> | All Bookmarks

Home: Map
About & Resources

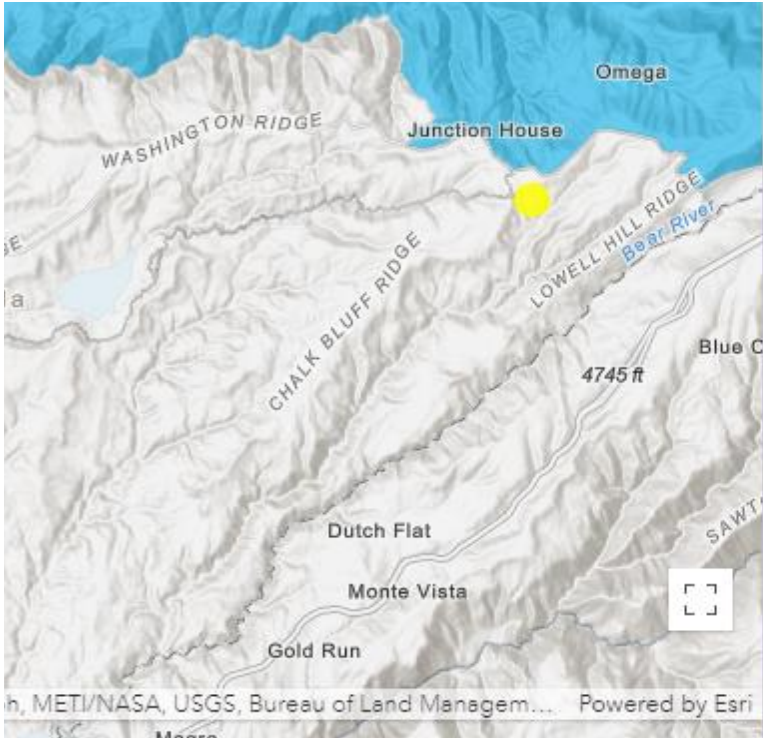
Legend Map Layers

Priority Populations 2023 Update

- Disadvantaged Communities TriballLands
- Disadvantaged Communities CES4
- Buffer Low income Communities
- Low income Communities

Goodyears Bar
5771 ft
PLIOCENE RIDGE
LAFAYETTE RIDGE
Middle Yuba River
SAN JUAN RIDGE
Gaston
North Bloomfield
Relief
Washington

LCTOP FY 2023-2024 MAP



Buffer Low income Household Eligible



Low income Household Eligible





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

Project Name	Nevada County Connects Low-Income Pass Fare Subsidy Program
--------------	---

Total Full-time Equivalent Jobs Supported by Project Budget	3.4
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	3.4
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	2.6
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.3
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.6

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:	Nevada County Connects Low-Income Pass Fare Subsidy Program
----------------------	---

Project Information	
FY 2022-23 LCTOP GGRF Funds Requested (\$)	\$ 148,941
Total LCTOP GGRF Funds (\$)	\$ 148,941
Total GGRF Funds (\$)	\$ 148,941
Non-GGRF Leveraged Funds (\$)	\$ -
Total Funds (\$)	\$ 148,941

GHG Summary	
Total FY 2022-23 LCTOP GHG Emission Reductions (MTCO ₂ e)	37
Total LCTOP GHG Emission Reductions (MTCO ₂ e)	37
Total GHG Emission Reductions (MTCO ₂ e)	37
Total GHG Emission Reductions per FY 2022-23 LCTOP GGRF Funds (MTCO ₂ e/\$million)	252
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)	252



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:	Nevada County Connects Low-Income Pass Fare Subsidy Program
----------------------	---

Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	20
Local PM _{2.5} Emission Reductions (lbs)	1
Local ROG Emission Reductions (lbs)	3
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)	93,385
Fossil Fuel Use Reductions (gallons)	3,587
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$20,763
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)	20
Local PM _{2.5} Emission Reductions (lbs)	1
Local ROG Emission Reductions (lbs)	3
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)	93,385

Fossil Fuel Use Reductions (gallons)	3,587
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$20,763
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)	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