

| Sponsor: Kern Council of Governments | | |
|---|----------|--------------------------|
| DOCUMENTS | COMPLETE | NOTES |
| Authorized Agent Form | x | |
| Certifications and Assurances | x | |
| Board Resolution approving above forms | | Provided by Feb. 5, 2016 |
| Board Resolution approving Project | | Provided by Feb. 5, 2016 |
| Project Description and Allocation Request | x | |
| Project Summary (page 1) | x | |
| Allocation (page 2) | | |
| Project Information | x | |
| Project Lead (including signature) | x | |
| Contributing Sponsor(s) (including signature) | x | |
| Funding (page 3) | | |
| Table 1 - Project Lead Information (Contact, Mailing Address) | x | |
| Table 2 - Contributing Sponsor Information | x | |
| Project (page 4) | | |
| Table 3 - Project Type | x | |
| Table 4 - Project Description, Location (include map) and Life | x | |
| Benefits/Outcomes (page 5-6) | | |
| Table 5 - Greenhouse Gass Reduction, Mode Share Increase, Disadvantaged Communities (DAC) Project Criteria, DAC Benefits and Co-benefits checklist, Co-benefits description | x | |
| Schedule (page 6) | | |
| Table 6 - Project Schedule | x | |
| Operations (page 7) | | |
| Table 7 - Operating plan, fare structure, ridership assumptions, cost assumptions | x | |
| Total Project Cost and Funding Plan | | |
| LCTOP Amount of 99313 funds: | x | |
| LCTOP Amount of 99314 funds: | x | |
| Total Project Funds (LCTOP + all other funds): | x | |
| | | |



**Low Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT**

AS THE City Manager
(Chief Executive Officer / Director / President / Secretary)

OF THE City of Wasco
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

J. Paul Paris, City Manager OR
(Name and Title of Authorized Agent)

_____ OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent)

J. Paul Paris
(Print Name)

City Manager
(Title)



(Signature)

Approved this 2nd day of February, 2016

Attachment: Board Resolution approving Authorized Agent

**Low Carbon Transit Operations Program (LCTOP)
CERTIFICATIONS AND ASSURANCES**

Project Sponsor: City of Wasco

Agency Name: City of Wasco

Effective Date of this Document: February 2, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

(10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY:  _____
AUTHORIZING OFFICER, Title
Unit/Department/Agency
City Manager, City of Wasco

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

| | |
|--|--|
| Lead Agency: | City of Wasco |
| Project Name: | Temporary Extra-Help Transit Driver Project |
| Project Type: <i>See Attachment A</i> | A2: Expand/Enhance transit service |
| Description of Project (Short): | The project will fund a temporary extra-help transit driver to extend the service hours to weekends and weekday afternoons/evenings. |
| Project Location: | 764 E Street, Wasco, CA 93280 |
| Project Start Date (anticipated): | 1-Jul-16 |
| Project End Date (anticipated): | 28-Feb-17 |

Funding Information:

| | |
|--------------------------------|-----------|
| Funding Year: | 2015-2016 |
| Requested Amount of PUC 99313: | \$25,758 |
| Requested Amount of PUC 99314: | \$273 |
| Total LCTOP Funding: | \$26,031 |
| Total Project Cost: | \$26,031 |

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

| | |
|--------------------------------|-------|
| Estimated GHG Reduction: | 24.31 |
| Project Life: | 8 |
| Estimated Total GHG Reduction: | 0 |

Disadvantaged Communities (DAC) Benefits:

| | |
|---|---|
| Does your service area have a DAC? | Yes |
| Does the Project Benefit a DAC? | Yes |
| Identify the DAC Census Tracts? | Kern County: 0043.01 and 0044.02 |
| Identify Specific DAC Benefit Criteria? <i>See Attachment B</i> | TP 1A: Project provides improved transit or intercity rail service for stations or stops in a disadvantaged community. |
| Qualitative Description of DAC Benefit? | According to 2010-2014 American Community Survey 5-Year Estimates, 12,913 (64%) of Wasco's 20,323 household population reside in one of the DAC Census Tracts. 32.2% of the household population live below the poverty level. |
| Describe the DAC Need Project Addresses? | The project provides a convenient and affordable option to residents seeking to travel within the Wasco city limits. Many low-income residents lack a private vehicle for errands around town. Fares range from \$0.25 to \$2.00. |
| Total GGRF \$ Allocated to DAC | \$16,660 |

Co-benefit

| | |
|-----------------------------------|-----|
| Critical Air Pollution Reduction: | Yes |
| VMT Reduction: | Yes |
| Ridership Increase | Yes |
| Fuel Ues Reduction: | |
| Energy Use Reduction: | |



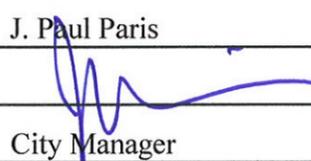
PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

| | |
|---|---------------------|
| Regional Entity: Kern Council of Governments | |
| Project Lead: City of Wasco | County: Kern |
| Project Title: Temporary Extra-Help Transit Driver Project | |

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: J. Paul Paris

Signature: 

Title: City Manager

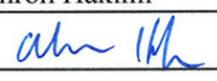
Agency: City of Wasco

Date: 29-Jan-16 **Amount:** \$273 (PUC 99314)

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Name: Ahron Hakimi

Signature: 

Title: Executive Director

Agency: Kern Council of Governments

Date: 29-Jan-16 **Amount:** \$25,758 (PUC 00913)



| | <i>LCTOP Allocation</i> | <i>15/16</i> | <i>16/17</i> | <i>17/18</i> |
|--|---|--------------|--------------|--------------|
| Request Amount per PUC 99313: | | \$25,758 | \$0 | \$0 |
| Request Amount per PUC 99314: | | \$273 | \$0 | \$0 |
| Total Project Allocation Request: | | \$26,031 | \$0 | \$0 |
| Project Title: | Temporary Extra-Help Transit Driver Project | | | |
| Project Location/Address: | 764 E Street, Wasco, CA 93280 | | | |

Table 1: Project Lead Information

| | Legislative District Numbers | |
|--|-------------------------------------|-----------------|
| Agency Name: <u>City of Wasco</u> | Assembly: <u>32</u> | |
| Contact Person: <u>Rogelio Sanchez</u> | Senate: <u>16</u> | |
| Contact Phone #: <u>(661) 758-7237</u> | Congressional: <u>21</u> | |
| Email Address: <u>rosanchez@ci.wasco.ca.us</u> | Amount: | PUC Funds Type: |
| Address: <u>764 E Street</u> | \$ <u>273</u> | <u>99314</u> |
| <u>Wasco, CA 93280</u> | \$ | |

Table 2: Contributing Sponsor Information

| | | |
|--|------------------|----------------|
| Name: <u>Kern COG</u> | Amount : | PUC Fund Type: |
| Contact: <u>Bob Snoddy</u> | \$ <u>25,758</u> | <u>99313</u> |
| Contact Phone #: <u>(661) 861-2191</u> | \$ | |
| Email Address: <u>bsnoddy@kerncog.org</u> | | |
| Address: <u>1401 19th St, Ste. 300, Bakersfield, CA</u> | | |

| | | |
|---|----------|----------------|
| <i>Other Contributing Sponsors: (Attach sheet with contact information)</i> | Amount: | PUC Fund Type: |
| Name: _____ | \$ _____ | |
| Name: _____ | \$ _____ | |
| Name: _____ | \$ _____ | |

TOTAL \$26,031

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes).

| Operations Projects | | Capital Projects | |
|---------------------|----|------------------|------|
| | A1 | | Ai |
| X | A2 | | Aii |
| | A3 | | Aiii |
| | A4 | | Aiv |
| | A5 | | |
| | | B1 | Bi |
| | | B2 | Bii |
| | | B3 | Bii |
| | | B4 | |

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

This project falls under A. Operational Projects, 2. Expand/Enhance transit service. The City proposes to use the LCTOP allocation to hire a temporary, extra-help transit driver who will work weekends and most weekday afternoons/evenings. This enables the City to extend the Dial-A-Ride (DAR) transit service hours from the current schedule of 8:00 a.m. to 3:30 p.m., Monday through Friday. The extended service hours makes the transit services more convenient and accessible and is expected to attract a wider range of users. The goal of the project is to increase ridership. In 2014, Wasco DAR carried 20,308 passengers, 39.8% of whom were seniors or disabled persons. By getting more people to ride the bus, the project helps decrease greenhouse gas (GHG) emissions and improves mobility. The project also benefits disadvantaged residents because the majority of Wasco is classified as a disadvantaged community by CalEnviroScreen 2.0.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

The project is located in Wasco, California. Wasco is situated in the rural northwest portion of Kern County, about 30 miles north of Bakersfield. The project service area encompasses the Wasco city limits.

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital:
 Operations: 8 months

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes



a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The project reduces GHG emissions by extending DAR service hours and increasing ridership. CNG-fueled buses are used, contributing to additional GHG reductions. Annual ridership is currently 20,308. The project increases ridership 7% to 21,730 per year. The Adjustment Factor for transit dependency is 0.5 and the length of the average auto trip reduced is seven miles. Because Wasco's DAR is a demand-responsive service, there is no adjustment for auto trips used to access transit and no length of average trip for auto access to transit. This results in 73,566.50 annual average VMT reductions. The annual VMT by the driver operating a CNG bus part-time for 8 months is 7,756 miles and results in 24.31 total GHG emission reductions.

b) Increased Mode Share - Describe how this project will directly increase mode share.

The project increases mode share of public transit an estimated 7% by making the service more convenient, accessible, and attractive to a wider range of users. It is expected to help residents access the Super Walmart store which just opened on the northern reaches of town. The store is one of only two supermarkets in Wasco and the only one on that side of town.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes).

| Low Carbon Transportation Projects | | Transit Projects | |
|------------------------------------|----|-------------------------------------|----|
| <input type="checkbox"/> | 1A | <input checked="" type="checkbox"/> | 1A |
| <input type="checkbox"/> | 1B | <input type="checkbox"/> | 1B |
| <input type="checkbox"/> | 1C | <input type="checkbox"/> | 1C |
| <input type="checkbox"/> | 1D | <input type="checkbox"/> | 1D |
| <input type="checkbox"/> | | <input type="checkbox"/> | 1E |
| <input type="checkbox"/> | | <input type="checkbox"/> | 1F |
| <input type="checkbox"/> | 2A | <input type="checkbox"/> | 1G |
| <input type="checkbox"/> | 2B | <input type="checkbox"/> | 1H |
| <input type="checkbox"/> | 2C | <input type="checkbox"/> | 2A |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2B |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2C |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2D |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2E |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2F |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2G |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2H |
| <input type="checkbox"/> | | <input type="checkbox"/> | 2I |

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

According to CalEnviroScreen 2.0, more than 50% of Wasco is a disadvantaged community (see map for details). The City of Wasco DAR serves the entire area within the city limits and is expected to be heavily used by residents lacking a private vehicle and/or those seeking a more affordable means of transportation. Currently, nearly 40% of DAR passengers are residents on limited incomes (i.e., seniors or disabled persons).

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes



- | | |
|---|--|
| <input type="checkbox"/> Improved Safety | <input type="checkbox"/> Coordination with Educational Institutions |
| <input checked="" type="checkbox"/> Improved Public Health | <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 |
| <input type="checkbox"/> Reduced Operating/Maintenance Cost | <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) |
| <input type="checkbox"/> Increase System Reliability | <input type="checkbox"/> Promotes integration with other modes of transportation |
| <input type="checkbox"/> Other Benefits (describe below) | |

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.
 The project improves public health by increasing bus transit mode share and, thereby, decreasing GHG emissions from gas-fueled private vehicles. Wasco and the Bakersfield/Kern County area have some of the worst air quality in the nation. The American Lung Association's 2015 State of the Air report gave Kern County an "F" for ozone levels and 24-hour particle pollution and a "Fail" for annual particle pollution. The project promotes active transportation by encouraging residents to choose public transit over a private motor vehicle.

Table 6: Project Schedule

| Capital Projects | |
|--|--|
| Begin Construction Phase (Contract Award) | |
| End Construction Phase (Contract Acceptance) | |
| Begin Vehicle/Equipment Order (Contract Award) | |
| End Vehicle/Equipment Order (Contract Acceptance) | |
| Begin Closeout Phase | |
| End Closeout Phase | |

| Operations Projects | |
|--|-----------|
| Begin expanded/enhanced transit services | 7/1/2016 |
| End expanded/enhanced transit services | 2/28/2017 |
| Begin Closeout Phase | 3/1/2017 |
| End Closeout Phase | 4/1/2017 |

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

The City of Wasco Dial-A-Ride provides door-to-door transportation in response to residents' calls for service. It operates only within the Wasco city limits (see map for details). Two buses are on the road during normal hours of operation which is Monday through Friday, 8:00 a.m. to 3:30 p.m. The proposed project extends those hours to include evenings and weekends.

b) Describe the fare structure for this system.

The fare structure is based on one-way travel per person and varies by type of passenger and distance traveled. The adult fare (11 to 61 years of age) is \$1.75 or \$2.00 if going to the farthest outskirts of the city. Seniors (62 years of age and older) and disabled passengers pay \$1.00. The child fare is \$1.00 for ages 5 to 10 years and \$0.25 for ages 0 to 4. Passes are available priced at \$15.00 for thirteen rides for adults and \$10.00 for eleven rides for seniors or disabled passengers. Fares are paid directly to the driver.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

The ridership projections were based on Wasco DAR passenger counts for 2013, 2014, and 2015. An average of 1,670 passengers rides Wasco DAR per month.

d) Describe the assumptions and process for how the operating cost projections were developed.

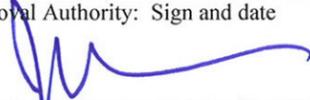
All of the \$26,031 LCTOP allocation will go towards funding the extra-help position; \$24,650 will be used to pay wages and \$1,381 to pay uniform and equipment costs. The temporary extra-help transit driver is expected to work approximately 28 hours per week (full-time on weekends and half-time on select weekdays) at a rate of approximately \$25 per hour (including wages and other required charges). The funds will cover approximately 35 weeks of service beginning July 1, 2016 and ending around February 28, 2017.



**Low Carbon Transit Operations Program
 TOTAL PROJECT COST AND FUNDING PLAN**

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Sally Livingston Phone: (661)758-7218 Date: Jan. 28, 2016

Approval Authority: Sign and date  1/30/16
 Typed name and phone number: J. Paul Paris, (661)758-7214

Shaded fields are automatically calculated. Please do not fill these fields.

| Proposed Total Project Cost | | | | | | | | |
|-----------------------------|----------|---------------|----------|----------|----------|----------|----------|---------------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Project Total |
| PA&ED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Veh/Equip Purchase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operations/Other | 0 | 26,031 | 0 | 0 | 0 | 0 | 0 | 26,031 |
| TOTAL | 0 | 26,031 | 0 | 0 | 0 | 0 | 0 | 26,031 |

| Low Carbon Transit Operations Program (LCTOP) | | | | | | | | |
|---|----------|---------------|----------|----------|----------|----------|----------|---------------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Total |
| PA&ED | | | | | | | | 0 |
| PS&E | | | | | | | | 0 |
| R/W | | | | | | | | 0 |
| CON | | | | | | | | 0 |
| Veh/Equip Purchase | | | | | | | | 0 |
| Operations/Other | | 26,031 | | | | | | 26,031 |
| TOTAL | 0 | 26,031 | 0 | 0 | 0 | 0 | 0 | 26,031 |

| Funding Source: | | | | | | | | |
|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Total |
| PA&ED | | | | | | | | 0 |
| PS&E | | | | | | | | 0 |
| R/W | | | | | | | | 0 |
| CON | | | | | | | | 0 |
| Veh/Equip Purchase | | | | | | | | 0 |
| Operations/Other | | | | | | | | 0 |
| TOTAL | 0 |

| Funding Source: | | | | | | | | |
|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Total |
| PA&ED | | | | | | | | 0 |
| PS&E | | | | | | | | 0 |
| R/W | | | | | | | | 0 |
| CON | | | | | | | | 0 |
| Veh/Equip Purchase | | | | | | | | 0 |
| Operations/Other | | | | | | | | 0 |
| TOTAL | 0 |

| Funding Source: | | | | | | | | |
|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Total |
| PA&ED | | | | | | | | 0 |
| PS&E | | | | | | | | 0 |
| R/W | | | | | | | | 0 |
| CON | | | | | | | | 0 |
| Veh/Equip Purchase | | | | | | | | 0 |
| Operations/Other | | | | | | | | 0 |
| TOTAL | 0 |



**Low Carbon Transit Operations Program
 TOTAL PROJECT COST AND FUNDING PLAN**

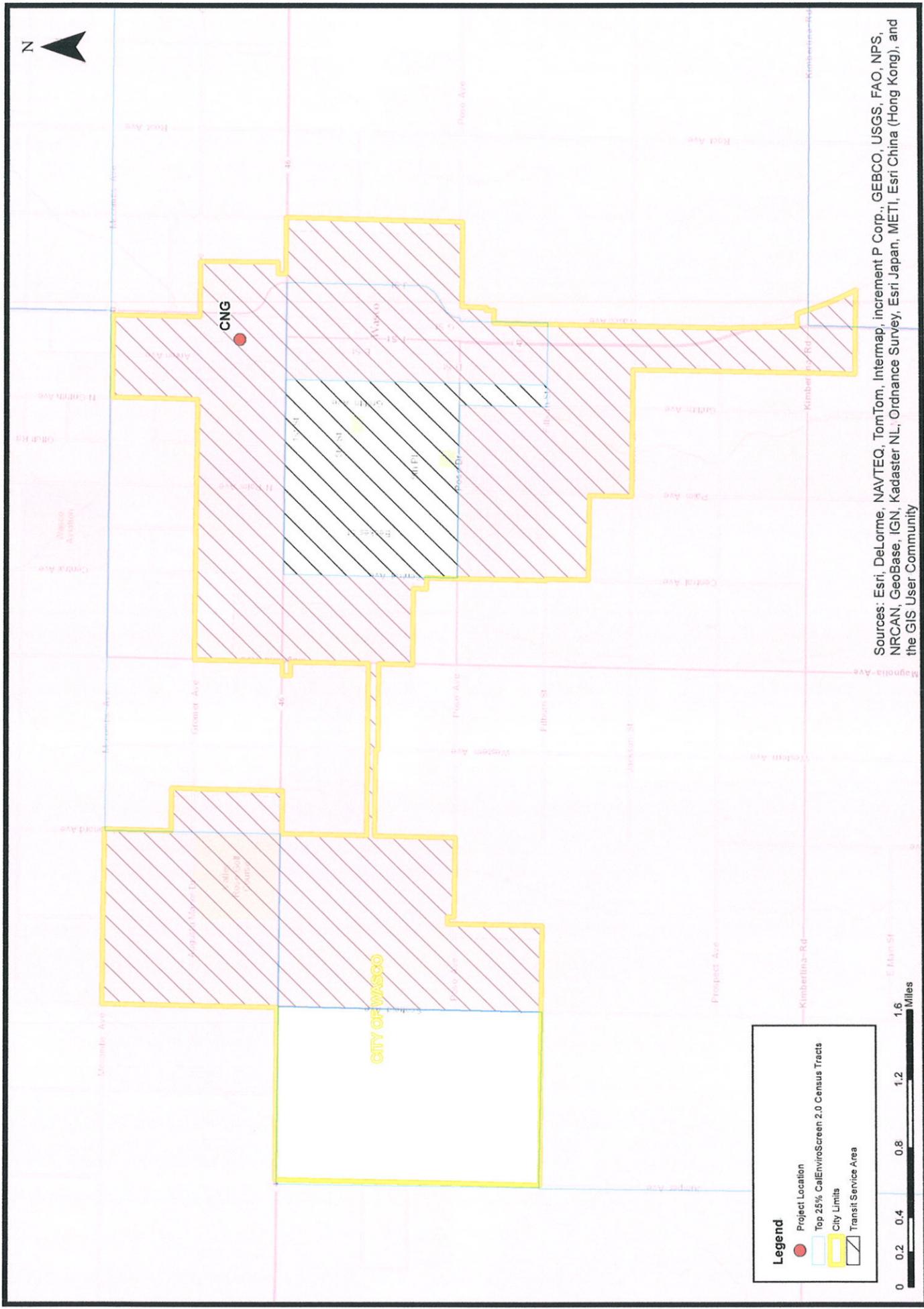
| Funding Source: | | | | | | | | |
|--------------------|-------|----------|----|----|----|----|----|-------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | Total |
| PA&ED | | | | | | | | 0 |
| PS&E | | | | | | | | 0 |
| R/W | | | | | | | | 0 |
| CON | | | | | | | | 0 |
| Veh/Equip Purchase | | | | | | | | 0 |
| Operations/Other | | | | | | | | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Funding Source: | | | | | | | | |
|--------------------|-------|----------|----|----|----|----|----|-------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | 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 | 0 |

| Funding Source: | | | | | | | | |
|--------------------|-------|----------|----|----|----|----|----|-------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | 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 | 0 |

| Funding Source: | | | | | | | | |
|--------------------|-------|----------|----|----|----|----|----|-------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | 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 | 0 |

| Funding Source: | | | | | | | | |
|--------------------|-------|----------|----|----|----|----|----|-------|
| Component | Prior | FY 15-16 | FY | FY | FY | FY | FY | 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 | 0 |



Map of Transit Service Area and Disadvantaged Community



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

**Updated Emission factors on December 18, 2015.

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

This GHG emission reduction calculator accompanies the quantification methodology for the fiscal year (FY) 2015-16 GGRF Low Carbon Transit and Operations Program (LCTOP) available at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/finalctopgm.pdf>

Applicants must use this calculator to estimate the GHG reductions associated with the LCTOP projects. Refer to the **quantification methodology document for background, step by step detailed instructions and examples**. To use this calculator, follow these steps:

- Step 1** Identify the LCTOP proposed project type(s): The applicant must select at least one eligible project type from Tables 1 or 2 and may select additional project types from Tables 3 or 4.
- Step 2** Determine the inputs needed: The applicant will use Tables 5 and 6 to determine the required project details needed for input into this calculator tool for the applicable project type selected in Step 1.
- Step 3** Estimate GHG emission reductions: The applicant will enter the project details identified in Step 2 into this calculator tool to calculate the GHG emission reductions of the proposed project.

Read Me Tab (this page):

Enter the Project Name, Project ID and the contact information for person who can answer project specific questions from staff reviewers on the quantification calculations. The Project ID is assigned by Caltrans. This file will be submitted with other documentation requirements. Please use the following file naming convention: "[Project ID]_[Project Name]" not to exceed 20 characters. For example, if the application ID is "1-1C_001," the project name is "Transit BRT," and the file is the input file, the file name may be "1-1C_001Transit BRT." Project names may be abbreviated.

| | |
|------------------------------|---|
| Project Name: | Temporary Extra-Help Transit Driver Project |
| Project ID: | |
| Contact Name: | Sally Livingston |
| Contact Phone Number: | (661)758-7218 |
| Contact Email: | salivingston@ci.wasco.ca.us |
| Date Completed: | 1/28/2016 |

Inputs Tab:

Headers in red indicate input needed by the project applicant. For each row, applicants must work from left to right and enter all relevant data. Some cells may not be applicable to the project. These cells will turn black and be locked based on inputs. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Definitions are provided in the definitions tab, including how to determine Year 1, Year F, and adjustment factors. Inputs must be substantiated in the documentation provided to ARB; see Section C. Documentation of the quantification methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the quantification methodology for additional documentation requirements.

For more information on ARB's efforts to support implementation of GGRF investments, see: www.arb.ca.gov/auctionproceeds
GGRFProgram@arb.ca.gov
Questions on this document should be forwarded to LCTOPcomments@dot.ca.gov

| Displaced Autos Details | | | | | New/Expanded Vehicle Details | | | |
|-------------------------|----------------|------------|-----------------|-------------|------------------------------|-----------|-----------|-----------------------------|
| YrF Annual Ridership | Adjustment (A) | Length (L) | Adjustment (AA) | Length (LL) | Annual Average VMT Displaced | Fuel Type | Engine MY | Annual VMT or Units of Fuel |
| 21,730 | 0.50 | 7.00 | - | - | 73,566.50 | CNG | 2015 | 7,756 |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |
| | | | | | - | | | |



**California Air Resources Board (ARB)
 Greenhouse Gas Emission Reduction Calculator for the
 California Department of Transportation (Caltrans)
 Low Carbon Transit Operations Program (LCTOP)
 Greenhouse Gas Reduction Fund
 Fiscal Year 2015-16**

| | |
|----------------------|---|
| Project Name: | Temporary Extra-Help Transit Driver Project |
| Project ID: | 0 |

Inputs in **RED** must be filled out

| Results | GHG Emissions (MTCO2e) | Description |
|---|------------------------|---|
| Net GHG Benefits | 24.31 | Total GHG Emission Reductions (MTCO2e) |
| LCTOP Funds Requested (\$) | 26,031.00 | Funds requested per State Controller's Office Eligible list for FY 2015-16 |
| Total LCTOP Funds Requested (\$) | 26,031.00 | Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations. |
| Total GGRF Funds Requested (\$) | 26,031.00 | Includes the Total LCTOP fund requested and any other GGRF Program monies |
| Total GHG Emission Reductions /Total GGRF Funds Requested (\$) | 0.0009 | The metric to be reported in the application. |