

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

**Project Information:**

Lead Agency:	City of Santa Monica's Big Blue Bus
Project Name:	Fixed Route Bus Transit Operations
Project Type: <i>See Attachment A</i>	
Description of Project (Short):	Big Blue Bus is making service changes in anticipation of Los Angeles County Metro's Expo Light Rail Line. As part of the integration plan, BBB anticipates increasing its service hours by an additional 53,000 hours. The LCTOP funds will be used to operate the new routes and expanded fixed route service.
Project Location:	Los Angeles County
Project Start Date (anticipated):	
Project End Date (anticipated):	

**Funding Information:**

Funding Year:	2015-16
Requested Amount of PUC 99313:	
Requested Amount of PUC 99314:	\$387,175
Total LCTOP Funding:	\$387,175
Total Project Cost:	\$387,175

**Project Benefits:**

**Greenhouse Gas Benefits (off of worksheet)**

Estimated GHG Reduction:	-107.02
Project Life:	2 years
Estimated Total GHG Reduction:	-214.04

**Disadvantaged Communities (DAC) Benefits:**

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	
Qualitative Description of DAC Benefit?	
Describe the DAC Need Project Addresses?	Project provides public transportation that serves transit stations and stops in disadvantaged communities and within 1/2 mile of disadvantaged communities.
Total GGRF \$ Allocated to DAC	\$387,175

**Co-benefit**

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

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

<b>Regional Entity:</b>	
<b>Project Lead:</b> City of Santa Monica's Big Blue Bus	<b>County:</b> Los Angeles
<b>Project Title:</b> Fixed Route Bus Transit Operations	

**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.

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**Name:** Rick Cole

**Signature:**

**Title:** City Manager

**Agency:** City of Santa Monica's Big Blue Bus

**Date:** \_\_\_\_\_ **Amount:** \$387,175

**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.**

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**Name:**

**Signature:**

**Title:**

**Agency:**

**Date:** \_\_\_\_\_ **Amount:** \_\_\_\_\_

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	<i>15/16</i>	<i>16/17</i>	<i>17/18</i>
<b>Request Amount per PUC 99313:</b>	\$0	\$0	\$0	\$0
<b>Request Amount per PUC 99314:</b>	\$387,175	\$0	\$0	\$0
<b>Total Project Allocation Request:</b>	\$387,175	\$0	\$0	\$0
<b>Project Title:</b>	Fixed Route Bus Transit Operations			
<b>Project Location/Address:</b>	_____			

### Table 1: Project Lead Information

	Legislative District Numbers
Agency Name: <u>City of Santa Monica's Big Blue Bus</u>	Assembly: <u>50- Richard Bloom</u>
Contact Person: <u>Enny Chung Graham</u>	Senate: <u>26-Ben Allen</u>
Contact Phone #: <u>(310) 458-1975 x2296</u>	Congressional: <u>33-Ted Lieu</u>
Email Address: <u><a href="mailto:enny.chung@smgov.net">enny.chung@smgov.net</a></u>	Amount: _____ PUC Funds Type: _____
Address: <u>1660 7th Street</u>	\$ _____
<u>Santa Monica, CA 90401</u>	\$ _____

### Table 2: Contributing Sponsor Information

Name: _____	Amount :	PUC Fund Type:
Contact: _____	\$ _____	
Contact Phone #: _____	\$ _____	
Email Address: _____		
Address: _____		
<b>Other Contributing Sponsors: (Attach sheet with contact information)</b>	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
<b>TOTAL \$0</b> _____		

(\*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		B1		Bi
X	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

**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.

Funds will be used for expanded and enhanced operating service. In anticipation of the opening of LA County Metro's Expo Light Rail Line, Big Blue Bus (BBB) has been making changes to its service since August 2015. These expanded and enhanced services on existing lines improve mobility and job access by enhancing public transit service and accessibility. The service enhancements also address numerous existing service gaps which limit a customer's ability to travel directly and efficiently between the densely populated areas of Santa Monica and West Los Angeles. The expanded and enhanced service will provide greater opportunities to entice additional transit customers onto the Big Blue Bus and out of their cars, thus reducing greenhouse gas emissions and improving air quality within the region.

**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>.

BBB provides fixed route service in a service area of 51 square miles, far exceeding Santa Monica's municipal boundary of 8.6 square miles. BBB serves adjacent Westside communities including West Los Angeles, Brentwood, Westwood, University of California Los Angeles, Mid-City Wilshire, Westchester and Downtown Los Angeles.

**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:                      2 years

## 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 new routes will introduce enhanced bus service from downtown Santa Monica to West Los Angeles to surrounding communities. The enhanced service will reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions by encouraging transit trips over auto trips because of better connection between light rail service and fixed route transit service. Initial calculations estimate an additional 11% increase in BBB ridership. The increase in passengers will create a reduction in VMT by motorists in auto trips.

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

LA County Metro's Expo Light Rail will create seven new stations in the Big Blue Bus service area. The BBB is implementing the Expo Light Rail Integration Plan (known as Evolution of Blue) to enhance and expand its service in conjunction with the new rail service. The plan offers services from the stations to connect passengers to their final destinations and/or provide additional options. One of the key elements in the plan is to create smooth first-and-last mile connectivity for our customers. In addition, BBB has installed new three position bike racks to which allows transit riders to take advantage of multiple transportation options. The expanded and enhanced fixed route service will create increased ridership which will improve fixed route transit's mode split.

**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 disadvantage community (e.g., vouchers, reduced fares, transit passes).

<u>Low Carbon Transportation Projects</u>				<u>Transit Projects</u>			
	1A		2A	x	1A		1G
	1B		2B		1B		1H
	1C		2C	x	1C	x	2A
	1D			x	1D	X	2B
					1E		2C
					1F		2D
							2E
							2F
							2G
							2H
							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.**

The LCTOP funds will be used for BBB's six new routes and expanded fixed route service. Per the Disadvantaged Communities (DAC) map, the majority of BBB's fixed route service, including six routes and expanded service, serve disadvantaged communities. BBB offers transportation needs at an affordable cost to these communities. Therefore, 100% of the funding allocated by the Low Carbon Transit Operations Program will be used to provide benefits to identified disadvantaged communities with the expanded and enhanced fixed route services.

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

**e) 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 checked="" type="checkbox"/> Increase System Reliability <input type="checkbox"/> Other Benefits (describe below)	<input type="checkbox"/> Coordination with Educational Institutions <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) <input checked="" type="checkbox"/> Promotes integration with other modes of transportation
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**f) Co-Benefits** - Describe benefits indicated above in d) and any other benefits not listed.

The Big Blue Bus system provides fixed route public transportation spanning over 51 square miles. Our system provides low cost transportation to disadvantaged communities while promoting an alternative means of travel. These funds will support our expanded and enhanced fixed route service to provide greater transportation opportunities between Expo Light Rail and fixed route service. In addition, vehicles in BBB's fleet are powered on renewable Compressed Natural Gas (CNG), which produces less greenhouse gas emissions than traditional CNG.

**Table 6: Project Schedule**

Capital Projects	
Begin Construction Phase ( <b>Contract Award</b> )	
End Construction Phase ( <b>Contract Acceptance</b> )	
Begin Vehicle/Equipment Order ( <b>Contract Award</b> )	
End Vehicle/Equipment Order ( <b>Contract Acceptance</b> )	
Begin Closeout Phase	
End Closeout Phase	
Operations Projects	
Begin expanded/enhanced transit services	February 2016
End expanded/enhanced transit services	June 2017
Begin Closeout Phase	
End Closeout Phase	

**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.

BBB staff has worked with a consultant to develop the Evolution of Blue (Expo Light Rail Integration Plan). This plan includes service expansion and changes to 20 BBB routes. Overall, there will be an expansion of over 53,000 service hours to the system. The operating plan includes additional staffing to meet the demands of the expanded service. Based on the study for the Evolution of Blue, BBB projects a 4% increase in ridership revenue, which will in part fund the expanded service.

b) Describe the fare structure for this system.

BBB's base fare is \$1.25 for each trip. For seniors, disabled and medicare passengers, the base fare is \$0.50. BBB does not offer discounted transfer rates. BBB does offer discounted rates for day passes, 7-day passes, 13-ride passes, and monthly passes.

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

Based on the reported ridership numbers on the Expo Light Rail Phase 1, the study revealed an increase in ridership overall to neighboring municipal operators providing service to these Expo stations. The study recommended service changes and service expansion of 53,000 service hours, which projects an increase in ridership of 11%.

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

BBB anticipates expanding its fleet by an additional 10 vehicles. The increase in fleet size will increase the overall operating budget in fuel and in maintenance. In addition to the fleet expansion, personnel staffing will increase to meet the demands of the expanded service hours. Overall, BBB anticipates an increase in operating expenses over time due to an aging fleet. These assumptions were based on a study conducted by a consultant to develop the Evolution of Blue.

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

**Project Sponsor:** \_\_\_\_\_

**Agency Name:** City of Santa Monica's Big Blue Bus

**Effective Date of this Document:** January 29, 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 15<sup>th</sup> and November 15<sup>th</sup> 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:** \_\_\_\_\_

Rick Cole, City Manager  
City of Santa Monica



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

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

OF THE City of Santa Monica  
(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.

Edward F. King, Director of Transit Services OR  
(Name and Title of Authorized Agent)

\_\_\_\_\_  
(Name and Title of Authorized Agent) OR

\_\_\_\_\_  
(Name and Title of Authorized Agent)

Rick Cole \_\_\_\_\_ City Manager  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_

Attachment: Board Resolution approving Authorized Agent

RESOLUTION NUMBER 10929 (CCS)

(City Council Series)

A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF SANTA MONICA TO AUTHORIZE THE CITY MANAGER FOR THE  
AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND  
ASSURANCES FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM  
(LCTOP)

WHEREAS, the City of Santa Monica's Big Blue Bus is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statues related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the City Council wishes to delegate authorization to execute these documents and any amendments thereto the City Manager of City of Santa Monica.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:

SECTION 1. The fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statues, regulations and guidelines for all LCTOP funded transit projects.

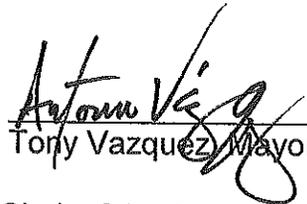
SECTION 2. The City Manager is authorized to execute all required documents of the LCTOP program and any amendments thereto with the California Department of Transportation.

SECTION 3. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:

  
MARSHA JONES MOUTRIE  
City Attorney

Adopted and approved this 12<sup>th</sup> day of January, 2016.

  
\_\_\_\_\_  
Tony Vazquez, Mayor

I, Denise Anderson-Warren, Acting City Clerk of the City of Santa Monica, do hereby certify that the foregoing Resolution No. 10929 (CCS) was duly adopted at a meeting of the Santa Monica City Council held on the 12<sup>th</sup> day of January, 2016, by the following vote:

AYES: Councilmembers O'Connor, O'Day, Himmelrich, Davis, McKeown,  
Mayor Pro Tem Winterer, Mayor Vazquez

NOES: None

ABSENT: None

ATTEST:

  
\_\_\_\_\_  
Denise Anderson-Warren, Acting City Clerk



## 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) Enny Chung Graham	Phone: (310) 458-1975 x2296	Date: 1/26/2016
Approval Authority: Sign and date	Typed name and phone number: Rick Cole, City Manager (310) 458-8301	

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

Proposed Total Project Cost								Project Total
Component	Prior	FY 15/16	FY _____					
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	387,175	0	0	0	0	0	387,175
<b>TOTAL</b>	0	387,175	0	0	0	0	0	387,175

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 15/16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		387,175						387,175
<b>TOTAL</b>	0	387,175	0	0	0	0	0	387,175

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

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

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