

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

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

OF THE City of Torrance Transit Department (Torrance Transit System)
(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.

Art Estrada, Fleet Service Manager OR
(Name and Title of Authorized Agent)

Eddie Harris, Senior Business Manager OR
(Name and Title of Authorized Agent)

James Lee, Senior Administrative Analyst
(Name and Title of Authorized Agent)

Kim Turner Director
(Print Name) (Title)


(Signature)

Approved this 28th day of January, 2016

Attachment: Board Resolution approving Authorized Agent

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: City of Torrance

Agency Name: Torrance Transit System

Effective Date of this Document: January 27, 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: Kim Turner, Director
AUTHORIZING OFFICER, Title
Unit/Department/Agency

RESOLUTION NO. 2015 – 09

**A RESOLUTION BY THE TORRANCE CITY COUNCIL
AUTHORIZING THE TRANSIT DIRECTOR TO EXECUTE
ALL DOCUMENTS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM**

WHEREAS, the City of Torrance is the Administrative Entity for the Torrance Transit System;
and

WHEREAS, the Torrance Transit System 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 statutes 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 as the administrative
agency for the LCTOP; and

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

WHEREAS, the City of Torrance wishes to delegate authorization to execute these documents
and any amendments thereto to the Transit Director; and

WHEREAS, the Torrance Transit System agrees to comply with all conditions and requirements
set forth in the Certification and Assurances document and applicable statutes, regulation and
guidelines for all LCTOP funded transit projects.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF
TORRANCE HEREBY designates the Transit Director to apply for and execute all
documents for the LCTOP program and any Amendments thereto with the California
Department of Transportation.**

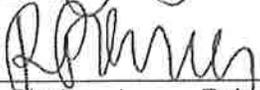
INTRODUCED, APPROVED, AND ADOPTED this 24th day of February, 2015.

APPROVED AS TO FORM:
JOHN FELLOWS III, City Attorney

by 
Patrick Q. Sullivan, Assistant City Attorney


Mayor Patrick J. Furey

ATTEST


City Clerk Rebecca Poirier, MMC

ORIGINAL

Low Carbon Transit Operations Program (LCTOP)

ALLOCATION REQUEST FORM INSTRUCTIONS

The following is to be used as a guide to completing the Caltrans Low Carbon Transit Operations Program (LCTOP) Allocation Request form.

Project Summary Page (page 1)

Project Lead must complete all questions on the Summary page including, Project Type (use Attachment A), Description of Project (Short), Funding Information, Greenhouse Gas Reductions, Disadvantaged Community (DAC) Benefits (Identify Specific DAC benefit criteria, use attachment B) and Co-benefits.

Allocation Page (page 2)

An original Allocation page must be completed and submitted by the Project Lead and signed by the Project Lead and Contributing Sponsor(s). An official signed letter can be submitted by Contributing Sponsor(s) in lieu of signing the cover page. The signature(s) should be from the Executive Director or the Authorized Agent to confirm validity of the request.

Funding (page 3)

Table 1 – Project Lead Information

The Project Lead completes this table. If there are other Contributing Sponsors, the agency receiving the funds from other sponsors becomes the Project Lead. The Project Lead will be the principal project contact and is responsible for complying with project oversight, implementation of the project, and all reporting requirements. Remember, only agencies identified by the Controller in their annual letter announcing LCTOP shares and eligible recipients can be Project Leads.

Table 2 – Contributing Project Sponsor(s) Information

The Request must clearly identify the contributing LCTOP-eligible sponsors and the amount of funds they are contributing. In addition, the Request needs to indicate whether the funds are from the LCTOP formula per PUC 99313 or 99314. **List LCTOP funds only. If there are more contributing sponsors than fit on the form, add a**

Project (page 4)

Table 3 – Project Category

Using attachment A select one category that best describes the project.

Table 4 – Project Summary

a) Project Description : Describe what the project is and what it will do. If this is a capital project, the description of the project should include the number of items being purchased with LCTOP funding (i.e. 5 vehicles, 1 transit center), the type (i.e., Zero emission bus, Light Rail Station, etc.), and any appropriate descriptions of the project to provide a clear understanding of the intent of the project. Attach any additional pages if necessary. If it is an operations project, briefly describe in this space, and then provide details in Table 7: Operations Project Description.

b) Project Map : Provide a full page map and or shape files displaying the agency service area and the location of the project. If it is a project that is located in or within ½ mile of a disadvantaged community, show the area of the disadvantaged community on the map. Include the latitude and the longitude of the project to clarify the location of the project. Use the maps provided on the ARB website (<http://www.calepa.ca.gov/EnvJustice/?GHGInvest/default.htm>.) and click on CalEnviroScreen Version 2.0. This will take you to the maps that show your disadvantaged communities. Then add your agency service area and the

ALLOCATION REQUEST FORM INSTRUCTIONS

jurisdiction, it will show. If you do not, that information will indicate you are not required to provide benefit to a disadvantaged community. If you are unable to combine the three items on one map, submit three separate maps.

c) Useful Life of the Project: Capital projects must have a useful life not less than that typically required for capital assets. Documentation of useful life is required to be included with this Request. Project life is the number of years the new service is funded under the proposed project, or the useful lifetime of the equipment, up to 20 years.

Benefits/Outcomes (pages 5-6)

Table 5 – Description of Major Benefits/Outcomes

- a) Greenhouse Gas Reduction:** This is a required benefit for all projects, per Public Resource Code 75230 (d) (3). A list of suggested eligible projects is provided in the Guidelines (Attachment A, Appendix). The list is also provided with the Request form as Attachment A. Find the category and item that best describes the project and enter that information by letter and number. Agencies must use the quantification methodology (Appendix: Attachment A) to report on the reduction achieved by their projects in more detail.
- b) Increased Mode Share:** This is a required benefit of all LCTOP projects (per Public Resource Code 75230 (d) (2)). Describe how this project achieves increased use of transit. Show increased ridership numbers or whatever data you have available to support mode shift.
- c) Disadvantaged Communities (DAC) Project Criteria:** Using Attachment B select all categories that describe the project's benefit to the DAC in your service area. Attachment B of the Allocation Request form is also available as an appendix in the Guidelines. If your service area does not include a DAC leave question c blank
- d) Disadvantaged Communities (DAC) Benefit Description:** Describe how this project will directly benefit the DAC(s) within your service area in your own words. If your service area does have a DAC, at least 50 percent of the allocation must be expended on projects benefiting DAC(s). If your service area does not include a DAC this requirement does not apply, but you must state that information in this box.
- d) Co-Benefits Categories:** Review your project and indicate any appropriate additional benefits. Evaluate the items carefully to see if any apply to your project, and check the benefit.
- e) Co-Benefits Description:** Summarize the co-benefits checked in section d) and include any additional co-benefits not already listed

Schedule (page 6)

Table 6 – Project Schedule

State the estimated start and completion dates for the project phases as applicable: start and completion dates for environmental clearance, design, right of way, construction, vehicle/equipment procurement, and project closeout. Please note:

- Phases prior to Construction are NOT eligible for LCTOP funding.
- LCTOP-funded phase of the project must not begin prior to LCTOP project approval by Caltrans.

Operations (page 7)

Table 7 – Operations Project Description

Respond to the questions as asked. These questions support the use of LCTOP for operations. If the allocation will not be used for operations, disregard this table.

Low Carbon Transit Operations Program (LCTOP)

PROJECT LEAD CHECK LIST

Sponsor:		
DOCUMENTS	COMPLETE	NOTES
Authorized Agent Form	X	
Certifications and Assurances	X	
Board Resolution approving above forms	X	
Board Resolution approving Project	X	
Project Description and Allocation Request	X	
Project Summary (page 1)	X	
Allocation (page 2)	X	
Project Information	X	
Project Lead (including signature)	X	
Contributing Sponsor(s) (including signature)	X	
Funding (page 3)	X	
Table 1 - Project Lead Information (Contact, Mailing Address)	X	
Table 2 - Contributing Sponsor Information	X	
Project (page 4)	X	
Table 3 - Project Type	X	
Table 4 - Project Description, Location (include map) and Life	X	
Benefits/Outcomes (page 5-6)	X	
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)	X	
Table 6 - Project Schedule	X	
Operations (page 7)	X	
Table 7 - Operating plan, fare structure, ridership assumptions, cost assumptions	X	
Total Project Cost and Funding Plan	X	
LCTOP Amount of 99313 funds:	X	
LCTOP Amount of 99314 funds:	X	
Total Project Funds (LCTOP + all other funds):	X	
	X	

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	City of Torrance\Torrance Transit System	
Project Name:	Torrance Transit Upgraded Bus Bicycle Racks	
Project Type: <i>See Attachment A</i>	B4: Upgrade transit vehicles to support active transportation and encourage ridership	
Description of Project (Short):	Torrance Transit will use funds to upgrade the portable bicycle racks on all Transit buses, increasing the number of bicycles that can be transported on a bus from two to three.	
Project Location:	Los Angeles County/South Bay	
Project Start Date (anticipated):		7/1/2016
Project End Date (anticipated):		6/30/2017

Funding Information:

Funding Year:		2016
Requested Amount of PUC 99313:		
Requested Amount of PUC 99314:	\$128,883	
Total LCTOP Funding:	\$128,883	
Total Project Cost:	\$168,439	

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:		10023.41
Project Life:		12
Estimated Total GHG Reduction:		120280.92

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes	
Does the Project Benefit a DAC?	Yes	
Identify the DAC Census Tracts?	Yes	
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 1D: Project improves connectivity between travel modes for vehicles or equipment that service stations or stops in a disadvantaged community.	
Qualitative Description of DAC Benefit?	TTS believes this project is beneficial to disadvantaged communities because approximately 60% of our routes service such areas. These cities and communities include: Carson, Compton, Gardena, Lawndale, Long Beach, Los Angeles and the unincorporated areas of Los Angeles County.	
Describe the DAC Need Project Addresses?	As noted above, the DAC's served include Carson, Compton, Gardena, Lawndale, Long Beach, Los Angeles and the unincorporated areas of Los Angeles County.	
Total GGRF \$ Allocated to DAC		77330

Co-benefit

Critical Air Pollution Reduction:	10,023 GHG Emissions Reductions	
VMT Reduction:	17820000 Annual VMT Displaced	
Ridership Increase	Projected 3%	
Fuel Use Reduction:	N/A	
Energy Use Reduction:	N/A	

<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$0	\$0	\$0
Request Amount per PUC 99314:	\$128,883	\$0	\$0
Total Project Allocation Request:	\$128,883	\$0	\$0
Project Title:	Torrance Transit Upgraded Bus Bicycle Racks		
Project Location/Address:			

Table 1: Project Lead Information

		Legislative District Numbers	
Agency Name:	City of Torrance\Torrance Transit Syst	Assembly:	66
Contact Person:	James Lee	Senate:	26 and 35
Contact Phone #:	(310) 781-6924	Congressional:	33 and 43
Email Address:	jameslee@torranceca.gov	Amount:	PUC Funds Type:
Address:	20500 Madrona Avenue	\$	128,883
	Torrance, CA 90503	\$	99314

Table 2: Contributing Sponsor Information

Name:	Amount :	PUC Fund Type:
Contact:	\$	
Contact Phone #:	\$	
Email Address:		
Address:		
<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name:	\$	
Name:	\$	
Name:	\$	
TOTAL		\$128,883

(*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
 Page 3 of 7

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	
<input type="checkbox"/>	A1	<input type="checkbox"/>	Ai
<input type="checkbox"/>	A2	<input type="checkbox"/>	Aii
<input type="checkbox"/>	A3	<input type="checkbox"/>	Aiii
<input type="checkbox"/>	A4	<input type="checkbox"/>	Aiv
<input type="checkbox"/>	A5		
		<input type="checkbox"/>	B1
		<input type="checkbox"/>	B2
		<input type="checkbox"/>	B3
		<input checked="" type="checkbox"/>	B4
		<input type="checkbox"/>	Bi
		<input type="checkbox"/>	Bii
		<input type="checkbox"/>	Bii

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.

Torrance Transit will use the funds to upgrade the portable bicycle racks on all Transit buses, increasing the number of bicycles that can be transported on a bus from two to three. This in turn leads to the reduction of Greenhouse Gases. The use of public transit promotes the reduction of Single Occupancy Vehicle (SOV) usage and hence the carbon emissions in the area. At a maximum, give our fleet of 63 buses, combined with a bicycle rack that can accommodate three bicycles, TTS can theoretically remove 189 SOV from the road at any given time. The Environmental Protection Agency reports that the average passenger vehicle produces 8,887 grams of Carbon Dioxide Emission for every gallon of gasoline consumed (or one hour of driving). Applied against the estimated 189 SOV that we will be removing from the road with this project, a total of 1,679,643 grams (or 1.8 tons) of GHG can be reduced every day.

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>

Torrance Transit operates fixed route bus service on 11 lines, including a Rapid Bus Line and an Express Line. Our service operates from the South Bay to Downtown Los Angeles, and from Redondo Beach to Long Beach. A copy of our system map and service area is attached immediately after this section.

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: 12 Years
 Operations:

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 use of public transit promotes the reduction of Single Occupancy Vehicle (SOV) usage and hence the carbon emissions in the area. At a maximum, give our fleet of 63 buses, combined with a bicycle rack that can accommodate three bicycles, TTS can theoretically remove 189 SOV from the road at any given time. The Environmental Protection Agency reports that the average passenger vehicle produces 8,887 grams of Carbon Dioxide Emission for every gallon of gasoline consumed (or one hour of driving). Applied against the estimated 189 SOV that we will be removing from the road with this project, a total of 1,679,643 grams (or 1.8 tons) of GHG can be reduced every day.

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

This project will promote "First Mile/Last Mile" travel. Bicycle usage before and after bus travel allows for greater mode connectivity to other forms of transportation (walking, ride sharing, carpooling, regional transit centers and metrolink/light rail service).

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).

Low Carbon Transportation Projects				Transit Projects			
<input type="checkbox"/>	1A	<input type="checkbox"/>	2A	<input type="checkbox"/>	1A	<input type="checkbox"/>	1G
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B	<input type="checkbox"/>	1B	<input type="checkbox"/>	1H
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C	<input type="checkbox"/>	1C	<input type="checkbox"/>	2A
<input type="checkbox"/>	1D			X	1D	<input type="checkbox"/>	2B
				<input type="checkbox"/>	1E	<input type="checkbox"/>	2C
				<input type="checkbox"/>	1F	<input type="checkbox"/>	2D
						<input type="checkbox"/>	2E
						<input type="checkbox"/>	2F
						<input type="checkbox"/>	2G
						<input type="checkbox"/>	2H
						<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.

TTS believes this project is beneficial to disadvantaged communities because approximately 60% of our routes service such areas. These cities and communities include: Carson, Compton, Gardena, Lawndale, Long Beach, Los Angeles and the unincorporated areas of Los Angeles County. Our buses are routinely rotated in service so that patrons in these communities have equal access to all transit amenities. As this project will retrofit the entire bus fleet to carry a three-bicycle rack, all transit patrons have access and will benefit from the project.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

<input checked="" type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institutions
<input 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 checked="" type="checkbox"/> Increase System Reliability	<input checked="" 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.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	7/1/2016
End Vehicle/Equipment Order (Contract Acceptance)	6/30/2017
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	
End expanded/enhanced transit services	
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.

Torrance Transit is a municipal bus operator that has been in continuous operation for over 75 years. Torrance Transit operates fixed route bus service on 11 lines, including a Rapid Bus Line and an Express Line. Our service operates from the South Bay to Downtown Los Angeles, and from Redondo Beach to Long Beach. Approximately 60% of our service operates outside of Torrance itself and serves the surrounding disadvantaged communities.

b) Describe the fare structure for this system.

Torrance Transit's base fare is \$1. Students fares are \$0.50, while Senior Citizens and the Disabled pay \$0.25.

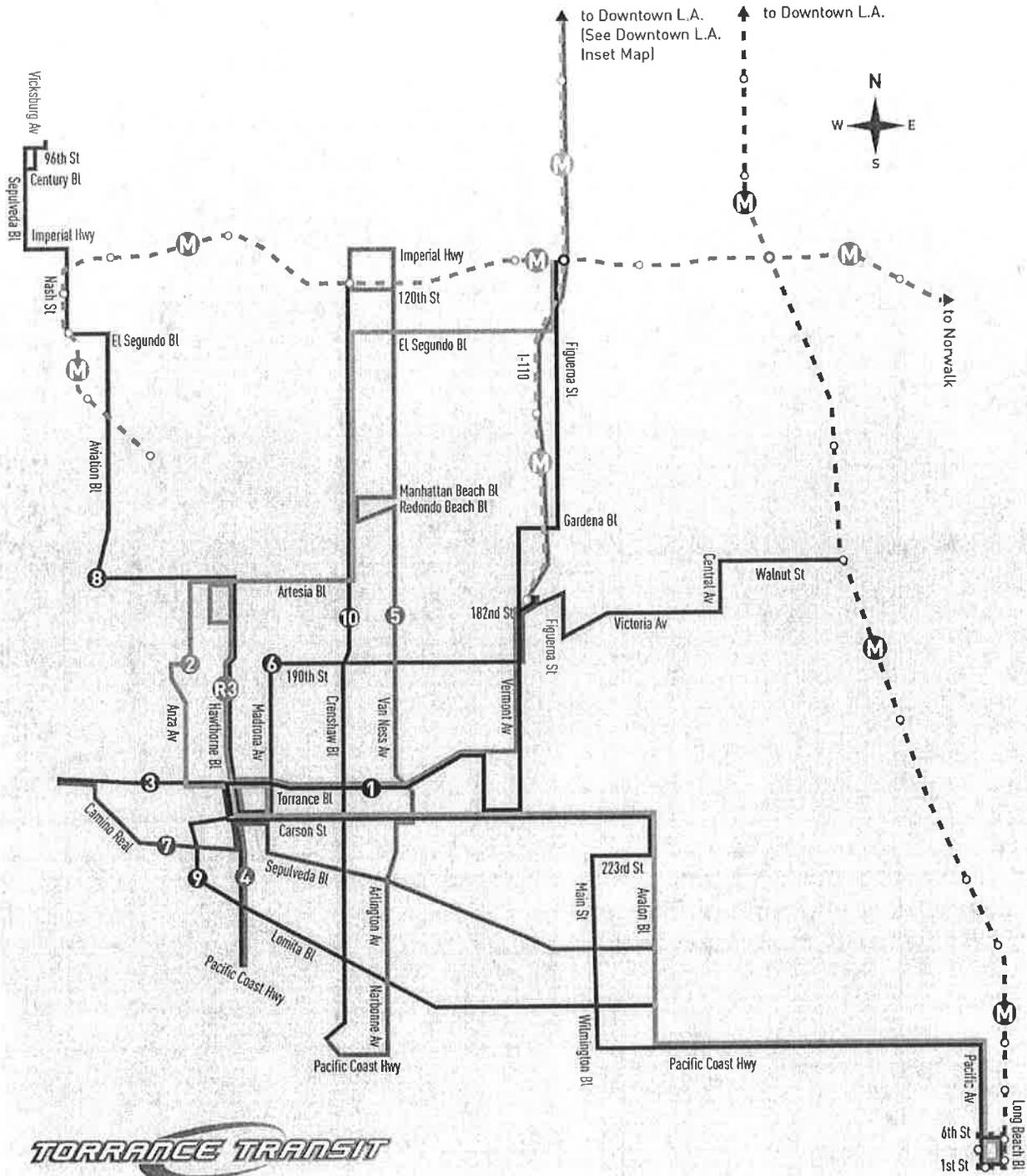
c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Ridership numbers are based upon actual passenger boardings over the last two years. At present ridership is just ove

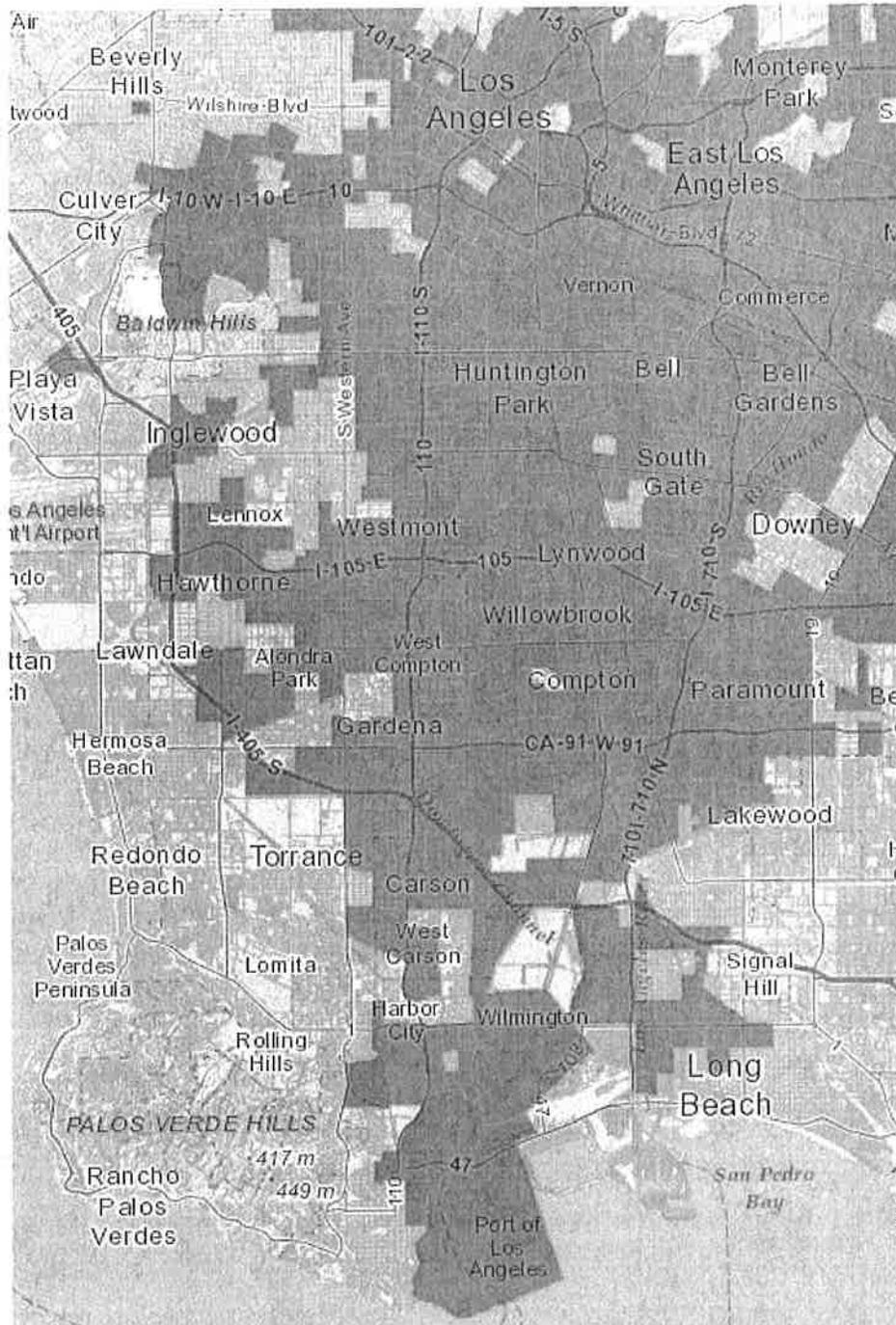
d) Describe the assumptions and process for how the operating cost projections were developed.

Not applicable. Torrance Transit will be utilizng the requested LCTOP funds for a Capital Project.

CURRENT SYSTEM MAP TORRANCE TRANSIT



DISADVANTAGED COMMUNITIES SERVED BY TORRANCE TRANSIT



Los Angeles, Bureau of Land Management, Esri, HERE, DeLorme, Intermap, USGS, NG

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT A)

Eligible Project Categories

The projects listed below are expected to meet the statutory requirements of SB 862 for meeting greenhouse gas reduction requirements. More detail on greenhouse reporting will be provided in subsequent instruction or guidance. Per Public Resource Code 75230 (d) (1-3) funds shall be expended to provide transit operating or capital assistance that meets all of the following criteria:

- Expenditures supporting new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities,
- The recipient transit agency demonstrates that each expenditure directly enhances or expands transit service to increase mode share, and
- The recipient transit agency demonstrates that expenditures reduce greenhouse gas emissions.

A. Operational Projects

- 1 Implement new transit service (new routes/lines)
- 2 Expand/Enhance transit service (extend transit routes, extend service hours, increase frequency of service, increase capacity [e.g., add more buses or rail cars to existing routes])
- 3 Provide alternative transit options that use zero-emission or hybrid vehicles to improve mobility (e.g., vanpooling, shuttles, bikesharing)
- 4 Network/fare integration (e.g., universal fare card that can be used for multiple transit systems)
- 5 Free or reduced-fare transit vouchers (this is a good opportunity to partner with educational institutions, low-income housing developers near transit, or other groups with your jurisdiction to enhance access to transit)

The following projects are only fundable as a component of an Operations Projects (1-5).

- i Purchase, operate and maintain zero-emission or hybrid vehicles and equipment (e.g., buses, railcars, auxiliary electric power units)
- ii Install infrastructure to support zero-emission or plug-in hybrid vehicles and equipment (e.g., electric charging stations, hydrogen fueling)
- iii Install infrastructure to support natural gas or other low carbon alternative fuels
- iv Install renewable energy at transit facilities (e.g., solar panels at transit facilities)

B. Capital Projects

- 1 Install new stops/stations for local bus, intercity rail, commuter bus or rail service
- 2 Install new transit stop/station that connect to bike paths/pedestrian path
- 3 Upgrade transit stops/stations to support active transportation and encourages ridership (e.g., bikesharing facilities; bike racks/lockers; covered benches; energy efficient lighting)
- 4 Upgrade transit vehicles to support active transportation and encourage ridership (e.g., bicycle rackson buses; bicycle storage on rail cars)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT A)

The following projects are only fundable as a component of a Capital Projects (1-4).

- i Install renewable energy at transit facilities (e.g., solar panels)
- ii Maintenance or operations to support expanded transit facilities and enhancements.

Notes:

Transit operations and maintenance investments made in one year may be included in the subsequent year's project plans. For example, if a transit operator uses LCTOP funds to expand transit service in one year, projects may include the continuation of that same service for additional years, through the funding of related operations or maintenance costs.

Transit capital investments that include the purchase of new zero-emission vehicles may be presumed to meet the service enhancement requirements of Public Resource Code 75230 (d).

For eligible recipients who operate ferry services, funds may be spent in support of new or expanded ferry services, consistent with the requirements of statute and these guidelines.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT B)

Disadvantaged Communities criteria (provided by ARB in the Funding Guidelines for Agencies that Administer California Climate Investments, September 4, 2015 version available on line at <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/fundingguidelines.html>):

For transit agencies whose service areas include disadvantaged communities (DAC) as identified in Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC. The California Environmental Protection Agency (CalEPA) has identified disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria. This process utilized CalEnviroScreen version 2.0, a tool that assesses all census tracts in the State to identify areas disproportionately affected by multiple types of pollution and areas with vulnerable populations.

Eligible Project Lead shall provide a map of their project area by printing a map from the CalEPA website (<http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.html>) to determine which, if any, disadvantaged communities fall within their service areas, and report those in the format proscribed by Caltrans. Project Lead must provide a map whether or not their service area includes a disadvantaged community. Only the Cal EPA designation of disadvantaged communities shall be used for the purpose of the LCTOP. Eligible Project Leads with service areas that include disadvantaged communities shall also consult the ARB's website (<http://www.arb.ca.gov/auctionproceeds>) for the most recent information on the criteria to evaluate projects which are (1) located within a disadvantaged community, and (2) not within a disadvantaged community, but still provide a benefit to a disadvantaged community. Where applicable, eligible Project Leads shall provide a map that identifies the applicable service area in relation to the disadvantaged community(ies) that will benefit from the project. Project Leads must also describe the benefits of selected projects to disadvantaged communities in the appropriate section of the Allocation Request form provided by Caltrans. **Where a proposed project involves the demolition or rehabilitation of existing units occupied by lower-income households or businesses in disadvantaged communities, the project must include measures to avoid the displacement of low-income residents and businesses from those communities.**

ARB's criteria for serving disadvantaged communities, as released in their guidelines on September 4, 2015, are listed below. If these criteria are later updated, and these LCTOP guidelines have not been updated, the ARB updated criteria will take precedent over the criteria listed below.

The following criteria must be used to determine if projects will be counted toward the statutory expenditure requirements for disadvantaged communities. **Each criterion is independent; a project need only meet one criterion to qualify as eligible to be considered as located within or providing benefits to one or more disadvantaged communities.**

The applicable ARB criterion below is split into two parts: Low Carbon Transportation and Transit Projects. The Low Carbon Transportation Projects are to achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology. The category of Transit Projects includes a broader category of projects that are to achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., providing better bus connections to intercity rail, encouraging people to shift from cars to transit). This would include, but not limited to, new and expanded transit services, including additional routes, installation of new transit stops or stations, operations and maintenance of new or expanded services, and free or reduced fare passes or vouchers. All of these must also meet the requirement of reducing greenhouse gas emissions and expanding the mode share of transit.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT B)

Low Carbon Transportation Projects:

Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.

Criteria To Evaluate Projects

When selecting projects for a given investment, give priority to those that maximize benefits to disadvantaged communities (e.g., use scoring criteria that favor projects which provide multiple benefits or the most significant benefits).

Step 1 – Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a disadvantaged community census tract* and provides direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community**; or
- B. Project provides incentives for vehicles or equipment that will be domiciled in a disadvantaged community; or
- C. Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community (e.g., freight locomotives) or vehicles that serve transit stations or stops in a disadvantaged community (e.g., zero-emission buses); or
- D. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride sharing services, bikesharing services).

Step 2 – Provides Benefits To: If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a ZIP code that contains a disadvantaged community census tract*; or
- B. Project provides incentives for freight vehicles or equipment that primarily serve freight hubs** located in a ZIP code that contains a disadvantaged community census tract, as identified in Table 2.A-1, Appendix 2.A, of Volume 2 of the Funding Guidelines; or
- C. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services).

* For maps of disadvantaged community census tracts, refer to: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

** “Those with a physical address in a disadvantaged community” may include individuals as well as businesses, public agencies, nonprofits, and other community institutions.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT B)

Transit Projects

Effective 11/15

Projects will achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., providing better bus connections to intercity rail, encouraging people to shift from cars to mass transit).

Criteria to Evaluate Projects

When selecting projects for a given investment, give priority to those that maximize benefits to disadvantaged communities (e.g., use scoring criteria that favor projects which provide multiple benefits or the most significant benefits).

Step 1 – Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a disadvantaged community census tract and provides direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on increasing transit service along transit lines or corridors that have stations or stops in a disadvantaged community, or improving transit access for disadvantaged community residents, or reducing air pollution in a disadvantaged community:

- A. Project provides improved transit or intercity rail service for stations or stops in a disadvantaged community (e.g., new transit lines, more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service for disadvantaged community residents); or
- B. Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes); or
- C. Project improves transit connectivity at stations or stops in a disadvantaged community (e.g. network/fare integration, better links between transit and active transportation); or
- D. Project improves connectivity between travel modes for vehicles or equipment that service stations or stops in a disadvantaged community (e.g., bicycle racks on transit vehicles); or
- E. Project creates or improves infrastructure or equipment that reduces air pollution at a station, stop or transit facility in a disadvantaged community (e.g., auxiliary power, charging stations); or
- F. Project creates or improves infrastructure or equipment that reduces air pollution on regular routes that are primarily within a disadvantaged community (e.g., rail electrification, zero-emission bus); or
- G. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services, bikesharing services); or
- H. Project improves transit stations or stops in a disadvantaged community to increase safety and comfort (e.g., lights, shelters, benches).

Step 2 – Provides Benefits To: If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ATTACHMENT B)

Project must meet at least one of the following criteria focused on increasing transit service along transit lines or corridors that have stations or stops in a disadvantaged community, or improving transit access for disadvantaged community residents, or reducing air pollution in a disadvantaged community:

- A. Project provides improved local bus transit service for riders using stations or stops that are accessible by walking within ½ mile of a DAC (e.g., more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service); or
- B. Project improves local bus transit connectivity for riders using stations or stops that are accessible by walking within ½ mile of a disadvantaged community (e.g., better links to active transportation, bicycle racks on local bus); or
- C. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit service for riders using stations or stops in a ZIP code that contains a disadvantaged community census tract or within ½ mile of a disadvantaged community (e.g., new lines, express bus service); or
- D. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit connectivity for riders using stations or stops in a ZIP code that contains a disadvantaged community census tract or within ½ mile of a disadvantaged community (e.g., network/fare integration, better links between local bus and intercity rail, bicycle racks on rail); or
- E. Project will increase intercity rail (and related feeder bus service), commuter bus or rail transit ridership, with at least 25 percent of new riders from disadvantaged communities; or
- F. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services); or
- G. Project improves transit stations or stops that are accessible by walking within ½ mile of a disadvantaged community, to increase safety and comfort (e.g., lights, shelters, benches); or
- H. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25 percent of project work hours performed by residents of a disadvantaged community; or
- I. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10 percent of project work hours performed by residents of a disadvantaged community participating in job training programs which lead to industry-recognized credentials or certifications.



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) **James Lee** Phone: **(310) 781-6924** Date: **1/27/16**

Approval Authority: Sign and date  1/27/16
 Typed name and phone number: **Kim Turner, Director**
(310) 618-6245

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

Proposed Total Project Cost								Project
Component	Prior	FY 16	FY	FY	FY	FY	FY	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	39,556	128,883	0	0	0	0	0	168,439
Operations/Other	0	0	0	0	0	0	0	0
TOTAL	39,556	128,883	0	0	0	0	0	168,439

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase	39,556	128,883						168,439
Operations/Other								0
TOTAL	39,556	128,883	0	0	0	0	0	168,439

Funding Source:								
Component	Prior	FY 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 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 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 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 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 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 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 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							



California Environmental Protection Agency
Air Resources Board

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

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/ccp/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:	Torrance Transit Upgraded Bicycle Racks (on bus)
Project ID:	
Contact Name:	James Lee
Contact Phone Number:	(310) 781-6924
Contact Email:	jameslee@torranceca.gov
Date Completed:	1/27/2016

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
Questions on this document should be forwarded to GGRFProgram@arb.ca.gov
Questions on the LCTOP program should be forwarded to LCTOPcomments@dot.ca.gov



California Environmental Protection Agency
Air Resources Board

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:

Project ID:

Inputs in RED must be filled out

Results	GHG Emissions (MTCO2e)	Description
Net GHG Benefits	10,023.41	Total GHG Emission Reductions (MTCO2e)
LCTOP Funds Requested (\$)	128,883.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	168,439.00	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 (\$)	168,439.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions /Total GGRF Funds Requested (\$)	0.0595	The metric to be reported in the application.