



**Metro**

February 1, 2016

Ms. Jila Priebe  
Office Chief  
Department of Transportation Division of Mass Transportation  
P.O. Box 942874, MS #39  
Sacramento, CA 94274-0001

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY LCTOP  
FY16 GRANT ALLOCATION REQUEST

Dear Ms. Priebe,

The Los Angeles County Metropolitan Transportation Authority (LACMTA) hereby submits our application for our allocation of \$16,825,598, in Fiscal Year 15/16 Low Carbon Transit Operations Program (LCTOP) funds as per the October 30, 2015 eligibility list from the Betty T. Yee letter. We plan on applying \$7,007,087 to provide operation funding for the 2<sup>nd</sup> year of Gold Line Foothill Extension (Phase 2A) of the Foothill Light Rail transit line and \$9,818,511 for the 1<sup>st</sup> year of operations for Phase 2 of the Exposition Transit Corridor Light Rail transit line. We ask that Caltrans include our request in its instructions to the State Controller's Office for Payment by June 30, 2016.

We are attaching all of the required components of the FY15/16 LCTOP Grant Allocation as outlined in the FY 15/16 LCTOP Guidelines. The enclosures being transmitted under cover of this correspondence include: the Authorized Agent, Certifications and Assurances, Project Description and Allocation Forms, Project Maps and our Green House Gas Reduction calculation. We thank you for your consideration in processing our allocation request. If you have any questions regarding the request, please contact Vincent Lorenzo at (213) 922-4320.

Sincerely,

FRANK FLORES  
Executive Officer  
Countywide Planning and Development

Enclosures (6)

cc: Joan Musillani, Department of Transportation Division of Mass Transportation

bcc: Frank Flores  
Vincent Lorenzo  
Tim Mengle  
Will Ridder  
Kathleen Sanchez  
Cosette Stark  
David Yale  
RMC  
Chron

# Authorized Agent Form



**Board Resolution –  
Authorized Agent and  
Certifications and  
Assurances**



**Metro**

# Interoffice Memo

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**Date:** May 11, 2015

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**To:** METRO EXECUTIVE MANAGEMENT  
STAFF AND OTHER INTERESTED  
PARTIES

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**From:** PHILLIP A. WASHINGTON *PAW*  
CHIEF EXECUTIVE OFFICER

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**Subject:** DELEGATION OF SIGNATURE  
AUTHORITY ON GRANT DOCUMENTS  
AND RELATED CORRESPONDENCE

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Pursuant to Board Resolution dated December 20, 1995, signature authority for all federal, state, and local grant-related documents and correspondence for Board-approved transportation projects and activities is designated to individuals identified in this memorandum. The following Metro staff may sign such grant-related documents and correspondence, including Memoranda of Understanding (MOUs) and Letters of Agreement (LOAs) for the Countywide Call for Projects and other grant-related Countywide Planning and Development activities:

- ***Martha Welborne*, Chief Planning Officer, Countywide Planning and Development;**
- ***Frank Flores*, Executive Officer, Countywide Planning and Development;**  
**and**
- ***Cosette P. Stark*, Deputy Executive Officer, Regional Grants Management**

This delegation of signature authority specifically applies to all grant-related documents and correspondence, including MOUs and LOAs. However, regardless of the signature authority delegated herein, the Chief Executive Officer reserves the authority to sign or execute any of the subject documents as the Board Resolution has authorized.

Thank you for your attention and cooperation on this matter.

FF:ff  
[S:GRANTS\SIGNAUTH2015A]



**RESOLUTION UPDATING AUTHORIZATION FOR  
CHIEF EXECUTIVE OFFICER TO EXECUTE AND FILE  
FEDERAL, STATE, AND LOCAL FUNDING DOCUMENTS  
FOR MTA-APPROVED PROJECTS AND ACTIVITIES**

**WHEREAS**, federal, state, and other local sources of revenue are needed in addition to the local sources of revenue of the Los Angeles County Metropolitan Transportation Authority ("MTA") to help meet budget goals and objectives established and adopted annually by the MTA Board of Directors for MTA-approved projects and activities; and

**WHEREAS**, on March 22, 1995 the MTA Board of Directors adopted a Long Range Transportation Plan ("Long Range Plan") that identifies, schedules, and programs funding for MTA transportation projects and activities (including planning, capital, training, demonstration, research, and operating programs) within a twenty-year period; and

**WHEREAS**, federal, state, and local sources of revenue are needed in addition to the MTA's own sources of revenue to help finance MTA transportation projects and activities approved by the MTA Board through the Long Range Plan as adopted on May 22, 1995, and as may be revised and re-adopted in subsequent years; and

**WHEREAS**, to access or draw down on such federal, state and local sources of revenue that are managed and administered by Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors (including those providing private sector contributions or funding), the MTA will be required to apply for such federal, state, and local funding; seek and negotiate related approvals; and execute funding agreements, contracts, and memoranda of understanding with said funding parties; and

**WHEREAS**, agreements, contracts, and memoranda of understanding with Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors for such federal, state, and local sources of revenue may impose

specific matching funding requirements by each agreement, contract, or memorandum of understanding for projects and activities; and

**WHEREAS**, agreements, contracts, and memoranda of understanding with Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors for such federal, state, and local sources of revenue also may impose certain obligations upon the MTA, including but not limited to provisions that indemnify and hold harmless said funding parties on MTA-approved projects and activities and that require certain certifications and assurances as conditions for providing federal, state, and local sources of revenue needed for MTA-approved projects and activities; and

**WHEREAS**, with this resolution the MTA Board is updating its policy direction for executing and filing all federal, state, and local funding documents and reaffirming those previous commitments made by resolutions it adopted on March 24, 1993 and July 28, 1993 in response to federal and state requirements, respectively.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer or the Chief Executive Officer's Designee is authorized to execute and file applications, agreements, contracts, memoranda of understanding, certifications, assurances, and all other necessary documents on behalf of the MTA with Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors to secure the federal, state, and local sources of revenue needed for MTA-approved projects and activities.
2. The Chief Executive Officer or the Chief Executive Officer's Designee is authorized to furnish such additional information as may be required by Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors to secure the federal, state, and local sources of revenue needed for MTA-approved projects and activities.

BE IT FURTHER RESOLVED, that the MTA certifies that it will comply with all applicable statutes, regulations, executive orders, circulars, policies, and other administrative provisions required by agreements, contracts, and memoranda of understanding providing federal, state, and local funding from Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors for MTA-approved projects and activities. The MTA understands that many of those provisions or requirements will be specifically identified in said agreements, contracts, and memoranda of understanding, and that applicable statutes, regulations, executive orders, circulars, policies, and administrative practices may be modified from time-to-time and will affect the implementation of MTA-approved projects and activities. The MTA agrees that the latest applicable federal, state, and local requirements will apply to MTA-approved projects and activities, unless Federal, State, Local Governments, their Grantor Agencies, and Other Local Grantors determine otherwise.

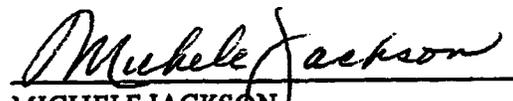


Metropolitan Transportation Authority

**Metro**

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on December 20, 1995.

  
\_\_\_\_\_  
MICHELE JACKSON  
Board Secretary

DATED: September 21, 2005

# Board Resolution – Project

**Los Angeles County Metropolitan Transportation Authority**

**Board Resolution**

**WHEREAS**, the Low Carbon Transit Operations Program (LCTOP) was established by Senate Bill 862, passed by the California Legislature in 2014, to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities;

**WHEREAS**, \$100,000,000 was appropriated for the LCTOP for Fiscal Year 2016 and the Los Angeles County Metropolitan Transportation Authority (Metro) may claim up to \$28,000,000 of the \$100,000,000;

**WHEREAS**, the \$28,000,000 consists of \$24,000,000 in funding directly earmarked for Metro through the population and revenue share formulas applied to LCTOP by the State Controller's Office and the remaining amount of up to \$4,000,000 represents funding earmarked for other eligible recipients in Los Angeles County, which have the option to relinquish all or a part of their FY 2015-16 LCTOP funds to Metro or another eligible recipient;

**WHEREAS**, Metro as a recipient agency must submit its FY 2015-16 LCTOP expenditure proposals by November 1, 2015;

**WHEREAS**, the LCTOP guidelines provide that if a project in the expenditure proposal is not included in an adopted plan, a certified Board Resolution authorizing the expenditure proposal will be required;

**WHEREAS**, the following projects are included in the expenditure proposal for \$28,000,000 and have been determined by staff to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities:

- Gold Line Foothill Extension Phase 2A Operations; and/or
- Expo Light Rail Line Phase 2 Operations;

**WHEREAS**, not all of the above projects are in an adopted plan; and

**WHEREAS**, Metro desires to delegate authority to execute any documents and any amendments thereto necessary to apply for and receive any funds under the LCTOP to the Chief Executive Officer or his designee.



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or his designee is authorized to claim up to \$28,000,000 in FY 2015-16 Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund for the:
  - Gold Line Foothill Extension Phase 2A Operations; and/or
  - Expo Light Rail Line Phase 2 Operations.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Chief Executive Officer or his designee be authorized to execute all required documents of the LCTOP program, including any amendments thereto in order to obtain LCTOP funds.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, October 22, 2015.



Michelle Jackson  
LACMTA Secretary

Dated: FEBRUARY 03, 2016

(SEAL)



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

28. APPROVED AS AMENDED the Resolution in Attachment 2015-1388  
A which:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim up to \$28 million in FY 2015-16 the Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund, including \$24 million in funding appropriated to Metro and up to \$4 million in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation;
- B. IDENTIFIES the projects for which LCTOP funds are to be claimed; and
- C. AUTHORIZES the Chief Executive Officer (CEO) or his designee, as an eligible fund recipient, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation and to execute the attached Authorized Agent form (Attachment B) and the attached Certification and Assurances document (Attachment C).

AMENDMENT BY DIRECTOR JAMES BUTTS that the Board direct the CEO to develop a comprehensive Cap and Trade strategy and action plan, including annual numerical revenue targets, for consideration by the Board for the January 2016 Planning and Programming Committee.

FURTHER MOVE that the strategy should:

- A. identify the potential role of the Cap and Trade funds as part of the proposed Expenditure Plan being developed for consideration as part of sales tax development process;
- B. include a legislative component identifying specific policy and programmatic recommendations on the projected \$1.5 billion of un-appropriated auction revenues to be considered by the Legislature during the 2016 session; and
- C. work with the state to make technical assistance and planning funds available to disadvantaged communities to assist in the development of projects that reduce GHG.

Additionally, the strategy and action plan should focus on all of the transportation related categories of Cap and Trade funding and be developed in direct consultation with sub regional COGs.

DK	RK	DW	SK	MB	MA	MR	EC	JE	JB	HS	AS	TD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

# Certifications and Assurances

# LCTOP Guidelines FY 15-16 – GGRF

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## Low Carbon Transit Operations Program (LCTOP)

### CERTIFICATIONS AND ASSURANCES

**Project Sponsor:** Frank Flores

**Agency Name:** Los Angeles County Metropolitan Transportation Authority

**Effective Date of this Document:** February 1, 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. If a separate account is not possible the agency may show documents of a line item or subaccount dedicated to 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

## LCTOP Guidelines FY 15-16 – GGRF

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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.

## LCTOP Guidelines FY 15-16 – GGRF

### 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:  *J. James, Exec. Officer, Countywide Plng & Dev.*  
AUTHORIZING OFFICER, Title  
Unit/Department/Agency

Allocation Request form  
Project Funding Plan  
Operation Expenditures  
for the Gold Line Foothill  
Extension

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

**Project Information:**

Lead Agency:	Los Angeles County Metropolitan Transportation Authority
Project Name:	Operations Expenditures for the New Goldline Foothill Extension
Project Type:	New or Expanded Bus or Rail Service
Description of Project (Short):	The Phase 2A Foothill extension of the Metro Gold Line has added six new stations to extend Light Rail Transit service to increase transit opportunities to the San Gabriel Valley. The Foothill Gold Line Phase 2A extension will include trains operating seven (7) days a week. During weekday off-peak times, service will consist of trains running every 10 mins. On weekends, service will consist of trains every 7.5 mins, except during evening and night hours. The span of service will be 5am to midnight on Sunday through Thursdays, and until 2am on Friday and Saturday nights. Annual vehicle revenue service hours are forecasted to be approximately 42,000.
Project Location:	Metro Gold Line Foothill extension Phase 2A - Arcadia to Azusa
Project Start Date (anticipated):	March 2016
Project End Date (anticipated):	March 2017

**Funding Information:**

Funding Year:	FY 15-16
Requested Amount of PUC 99313:	
Requested Amount of PUC 99314:	\$7,007,087
Total LCTOP Funding:	\$7,007,087
Total Project Cost:	\$30,542,199

**Project Benefits:**

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

Estimated GHG Reduction:	2,748.98 metric tons
Project Life:	1 year or as required to expend all funds.
Estimated Total GHG Reduction:	2,748.98 metric tons

**Disadvantaged Communities (DAC) Benefits:**

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	See Attachment A
Identify Specific DAC Benefit Criteria?	TP 1A
Qualitative Description of DAC Benefit?	See Attachment A
Describe the DAC Need Project Addresses?	See Attachment A
Total GGRF \$ Allocated to DAC	

**Co-benefit**

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

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## Low Carbon Transit Operations Program (LCTOP) PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

<b>Regional Entity:</b> LACMTA	
<b>Project Lead:</b> Los Angeles County Metropolitan Transportation Authority	<b>County:</b> Los Angeles
<b>Project Title:</b> Goldline Foothill Extension	

**Project Lead:**

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:** Frank Flores

**Signature:**

**Title:** Executive Officer, Countywide Planning & Development

**Agency:** Los Angeles County Metropolitan Transportation Authority

**Date:** February 1, 2016

**Amount:** \$7,007,087

**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:** We have none.

**Signature:**

**Title:**

**Agency:**

**Date:**

**Amount:**

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
<b>Request Amount per PUC 99313:</b>	\$0	\$0	\$0
<b>Request Amount per PUC 99314:</b>	\$7,007,087	\$0	\$0
<b>Total Project Allocation Request:</b>	\$0	\$0	\$0
<b>Project Title:</b>	Operations Expenditures for the New Gold Line Foothill Extension		
<b>Project Location/Address:</b>	Metro Gold Line Foothill Extension Phase 2A - Arcadia to Azusa		

**Table 1: Project Lead Information**

<b>Agency Name:</b> LACMTA	<b>Legislative District Numbers:</b>
<b>Contact Person:</b> Vincent Lorenzo	<b>Assembly:</b> 41, 48 & 49
<b>Contact Phone #:</b> 213 - 922 - 4320	<b>Senate:</b> 24th and 25th
<b>Email Address:</b> lorenzov@metro.net	<b>Congressional:</b> 27th and 32nd
<b>Address:</b> 1 Gateway Plaza MS 99-23-3 Los Angeles, CA 90012	<b>Amount:</b> \$ <span style="border: 1px solid black; padding: 2px;">\$7,007,087</span>
	<b>PUC Funds Type:</b> <span style="border: 1px solid black; padding: 2px;">99314</span>
	\$ _____

**Table 2: Contributing Sponsor Information**

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

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

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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			
x	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.**

This project is an 11.1 mile extension from Pasadena to Azusa of the existing Gold Line called Phase 2A and will begin pre-revenue testing in October 2015. The Phase 2A Foothill extension of the Metro Gold Line has added six new stations to extend Light Rail Transit service to increase transit opportunities to the San Gabriel Valley. The Foothill Gold Line Phase 2A extension will include trains operating seven (7) days a week. During weekday off-peak times, service will consist of trains running every 10-minutes. On weekends, service will consist of trains every 7.5 minutes, except during evening and night hours. The span of service will be 5am to midnight on Sunday through Thursdays, and until 2am on Friday and Saturday nights. Annual vehicle revenue service hours are forecasted to be approximately 42,000.

**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>.**

We have attached a 8 1/2" X 11" project site map that shows the new light rail service (LRT) that is being added to the Metro Gold Line service, location of the 6 new LRT stations and identifies disadvantaged community (DAC) census tracts along the new service line. [Please see Attachment A]

**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: 1 year or as required to expend all funds.

# LCTOP Guidelines FY 15-16 – GGRF

State of California – Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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

The Gold Line Foothill Extension will reduce VMT and greenhouse gas emissions by increasing transit ridership in Los Angeles County because of new connectivity. Initial estimates indicate that the expansion would introduce 2,989,200 new annual transit riders and reduce 52,101,756 VMT associated with single-occupancy automotive traffic.

To calculate the daily GHG reduction, we accounted for the riders who did not previously use transit. The factor of eighty-three percent (.83) was inputted to represent the trips that were previously made by single occupancy vehicles. The average trip length by those single occupancy vehicles is 25 miles. Therefore, we estimate that a reduction in daily VMT will yield in units of metric tons, the daily GHG reduction of 25,557.63 metric tons during 2016.

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

This addition of Phase 2A Foothill extension of the Metro Gold Line has added six new stations (see Attachment 1) to extend Light Rail Transit service to increase transit opportunities to the San Gabriel Valley. The new service is expected to increase daily boardings by 13,622 by 2035. As described above, this project will increase transit mode share by 6,329 linked transit trips per day, 3,888 of which would come from single occupancy vehicles.

NOTE: Our ridership impacts were arrived at by conducting a sensitivity run of the Los Angeles County Metropolitan Authority Short Range Transportation Plan model for new service expansion.

**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)).

x	1A		1E		2A		2E		2I
	1B		1F		2B		2F		
	1C		1G		2C		2G		
	1D		1H		2D		2H		

**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.

This project will add 6 new transit stations, 4 of which are located in neighborhoods designated as Disadvantaged Communities. This gives passengers in Disadvantaged Communities 4 new Light Rail Transit stations in their neighborhood and offers them direct premium transit service to Downtown Los Angeles and South Pasadena that they currently do not have.

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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 type="checkbox"/> Improved Safety	<input checked="" type="checkbox"/>	Coordination with Educational Institutions
<input type="checkbox"/> Improved Public Health	<input checked="" type="checkbox"/>	College/University _____ 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 checked="" type="checkbox"/> Other Benefits (describe below)		

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

- 1) Links disadvantage communities in Monrovia, Duarte and Irwindale and to city center jobs in Pasadena, South Pasadena and Downtown Los Angeles.
- 2) Links the disadvantage communities in Highland Park and downtown Los Angeles with in less than half a miles walking or cycling distance from the Monrovia and Azusa stations to the campuses of Mount Sierra College, Citrus College and Azusa Pacific University.

**Table 6: Project Schedule**

Capital Projects	
Begin Construction Phase (Contract Award)	N/A
End Construction Phase (Contract Acceptance)	N/A
Begin Vehicle/Equipment Order (Contract Award)	N/A
End Vehicle/Equipment Order (Contract Acceptance)	N/A
Begin Closeout Phase	N/A
End Closeout Phase	N/A
Operations Projects	
Begin expanded/enhanced transit services	March 2016
End expanded/enhanced transit services	March 2017
Begin Closeout Phase	N/A
End Closeout Phase	N/A

**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 (Metro Gold Line Foothill Ext.)

### 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.

Vincent Lorenzo	213-922-4320	February 1, 2016
Approval Authority: Sign and date  	Frank Flores 213-922-2456	

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

Proposed Total Project Cost								Project
Component	Prior	FY 16	FY 17	FY 18	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	0	0	0	0	0	0	0	0
Operations/Other	0	30,542,199	0	0	0	0	0	30,542,199
<b>TOTAL</b>	<b>0</b>	<b>30,542,199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,542,199</b>

Low Carbon Transit Operations Program (LCTOP) FY15 - 16 Allocation PUC 99314								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		7,007,087	0					7,007,087
<b>TOTAL</b>	<b>0</b>	<b>7,007,087</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,007,087</b>

Funding Source: Federal CMAQ								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		20,773,129	0					20,773,129
<b>TOTAL</b>	<b>0</b>	<b>20,773,129</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,773,129</b>

Funding Source: Service Fares								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		2,761,983	0					2,761,983
<b>TOTAL</b>	<b>0</b>	<b>2,761,983</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,761,983</b>

Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		0	0					0
<b>TOTAL</b>	<b>0</b>							



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

Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	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 16	FY 17	FY 18	FY	FY	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

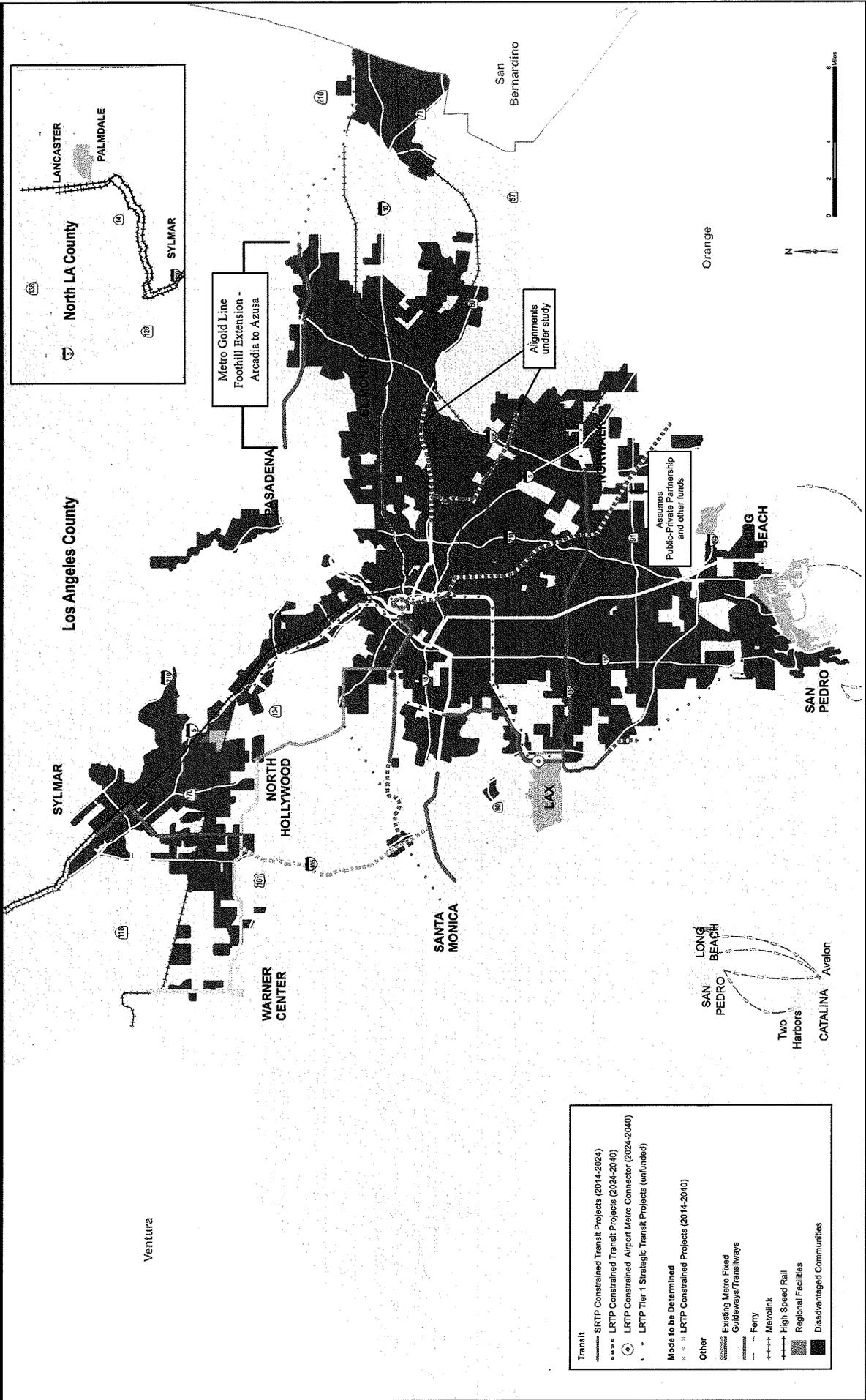
Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	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 16	FY 17	FY 18	FY	FY	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

Disadvantaged  
Communities (DAC)  
Map  
Metro Gold Line

# LRTP Transit Projects



**Transit**

- SRTP Constrained Transit Projects (2014-2024)
- LRTP Constrained Transit Projects (2024-2040)
- LRTP Constrained Airport Metro Connector (2024-2040)
- LRTP Tier 1 Strategic Transit Projects (unfunded)

**Modes to be Determined**

- High Speed Rail
- Regional Facilities
- Disadvantaged Communities

**Other**

- Existing Metro Fixed guideways/transitways
- Ferry
- MetroLink
- Two Harbors

CalEnviroScreen 2.0 results



January 25, 2016

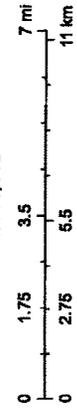
CalEnviroScreen 2.0 Results

Lowest Scores (Bottom 10%)

- 11 - 20%
- 21 - 30%
- 31 - 40%
- 41 - 50%

- 51 - 60%
- 61 - 70%
- 71 - 80%
- 81 - 90%
- Highest Scores (91 - 100%)
- High pollution, low population

1:144,448



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri, Japen, METI, Esri, China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# Greenhouse Gas Reduction Assessment

California Air Resources Board (ARB)  
 Greenhouse Gas Emissions Reduction Calculator for the  
 California Drilling and Production (CDP) Program  
 Low Carbon Transit Operations Program (LCTOP)  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2015-16



California Environmental Protection Agency  
**Air Resources Board**

Project Name: ESCALANTE NEW/EXPANDED

Project ID: 0

Inputs into columns highlighted in YELLOW with RED headers are required fields dependent on project type (see quantification methodology)

Items to filter out from left to right:

Project Details	Displaced Asset Details				New/Expanded Vehicle Details				Old Service Vehicle or Displaced Asset Details				Net GHG Benefits	
	Year 1	Year 2	Yr Annual	Yr Annual	Length	Adjustment	Length	Adjustment	Annual Average	Engine Type	Units of Use/yr	Additional Project Type		Engine Type
Eligible Project Type			2,392,200	2,392,200	0.83	25.00	0.80	5.00	55,631,755.00	Gasoline	481,108			
New/Expanded Service										Electric/Leak Ball				

Allocation Request form  
Project Funding Plan  
Operation Expenditures  
for the Expo 2 Extension

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

**Project Information:**

Lead Agency:	Los Angeles County Metropolitan Transportation Authority
Project Name:	Operations Expenditures for the Expo Phase 2 Project
Project Type:	New or Expanded Bus or Rail Service
Description of Project (Short):	Exposition Transit Corridor Phase 2 extends the Metro Expo Line west to Santa Monica from Culver City running along the old Pacific Electric Exposition right-of-way to 4th St. and Colorado Av. in downtown Santa Monica. The project is a 6.6-mile extension that will include six new stations, some with parking. Initial service will run trains every 12 minutes eventually increasing service to runs every 5 minutes with trains running 7 days a week.
Project Location:	Expo Phase 2 Project - Culver City to Santa Monica
Project Start Date (anticipated):	June 2016
Project End Date (anticipated):	June 2017

**Funding Information:**

Funding Year:	FY 15 - 16
Requested Amount of PUC 99313:	\$9,818,511
Requested Amount of PUC 99314:	
Total LCTOP Funding:	\$9,818,511
Total Project Cost:	\$30,542,199

**Project Benefits:**

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

Estimated GHG Reduction:	26,428.30 metric tons
Project Life:	1 year or as required to expend all funds
Estimated Total GHG Reduction:	26,428.30 metric tons

**Disadvantaged Communities (DAC) Benefits:**

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	See Attachment A
Identify Specific DAC Benefit Criteria?	TP 1A
Qualitative Description of DAC Benefit?	See Attachment A
Describe the DAC Need Project Addresses?	See Attachment A
Total GGRF \$ Allocated to DAC	

**Co-benefit**

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

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## Low Carbon Transit Operations Program (LCTOP) PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

	<b>Regional Entity:</b> LCMTA	
<b>Project Lead:</b> Los Angeles County Metropolitan Transportation Authority	<b>County:</b> Los Angeles	
<b>Project Title:</b> Metro Expo Phase 2		

**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:** Frank Flores

**Signature:**

**Title:** Executive Officer Countywide Planning and Development

**Agency:**  Los Angeles County Metropolitan Transportation Authority

**Date:** February 1, 2016

**Amount:** \$9,818,511

**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:** We have none.

**Signature:**

**Title:**

**Agency:**

**Date:**

**Amount:**

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/13



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
<b>Request Amount per PUC 99313:</b>	\$9,818,511	\$0	\$0
<b>Request Amount per PUC 99314:</b>	\$0	\$0	\$0
<b>Total Project Allocation Request:</b>	\$0	\$0	\$0
<b>Project Title:</b>	Operations Expenditures for the Expo Phase 2 Project		
<b>Project Location/Address:</b>	Metro Expo Line - Culver City to Santa Monica		

**Table 1: Project Lead Information**

<b>Agency Name:</b> LACMTA	<b>Legislative District Numbers:</b>
<b>Contact Person:</b> Vincent Lorenzo	<b>Assembly:</b> 50th & 54th
<b>Contact Phone #:</b> 213 - 922 - 4320	<b>Senate:</b> Senate District 26 & 30
<b>Email Address:</b> lorenzov@metro.net	<b>Congressional:</b> 33rd & 37th
<b>Address:</b> 1 Gateway Plaza MS 99-23-3	<b>Amount:</b> \$ 9,818,511
Los Angeles, CA 90012	<b>PUC Funds Type:</b> 99313
	\$

**Table 2: Contributing Sponsor Information**

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

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

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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.**

Expo Phase 2 project is located in the Westside of Los Angeles, extending 6.6 miles from the Expo Phase 1 terminus at the Venice/Robinson Station in Culver City to Santa Monica. Expo Phase 2 will include six new stations. The completion of the Expo Line will result in 36,412 daily riders by 2030 and provide estimated travel time of 46 minutes. Initial service on Expo Phase 2 will run trains every 12 minutes, and then eventually the Expo Line will run service every 5 minutes.

**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>**

We have attached a 8 1/2" X 11" project site map that shows the Metro Expo Line Phase 2 service, location of the 6 new LRT stations and identifies disadvantaged community (DAC) census tracts along the new service line. [Please see Attachment A]

**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: 1 year or as required to expend all funds.

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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

The Expo Phase 2 will reduce VMT and greenhouse gas emissions by increasing transit ridership in Los Angeles County because of new connectivity. Initial estimates indicate that the expansion would introduce 5,140,057 new annual transit riders and reduce 55,461,215 VMT associated with single-occupancy automotive traffic.

To calculate the daily GHG reduction, we accounted for the riders who did not previously use transit. The factor of eighty-three percent (.83) was inputted to represent the trips that were previously made by single occupancy vehicles. The average trip length by those single occupancy vehicles is 17 miles. Therefore, we estimate that a reduction in daily VMT will yield in units of metric tons, the daily GHG reduction of 26,428.30 metric tons during 2016.

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

The addition of the Expo Line - Phase 2 will add six new stations to connect Downtown Los Angeles to Santa Monica. The new service is expected to increase daily boardings to 49,222 transit trips which represents a 11.9% mode share increase.

**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).

	1A		1E		2A		2E		2I
	1B		1F		2B		2F		
	1C		1G	x	2C		2G		
	1D		1H		2D		2H		

**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.

Metro's Expo Phase 2 will provide disadvantaged communities light rail access to destinations in the westside neighborhoods of Los Angeles. The new Expo Phase 2 segment will provide significant employment opportunities that are available in the westside of Los Angeles and Santa Monica. There are also many educational facilities such as Santa Monica College, and health facilities such as St. Johns Hospital. Santa Monica is also a destination for tourists and Los Angeles residents alike, and the new segment will provide light rail service new Santa Monica Pier, the State Beach recreation area and Downtown Santa Monica entertainment and shopping areas. This line will provide many opportunities in Disadvantaged Communities that are east of the new Expo segment to have easy, safe, reliable, and efficient access to these locations.

# LCTOP Guidelines FY 15-16 – GGRF

State of California - Department of Transportation  
 Division of Rail and Mass Transportation  
 Low Carbon Transit Operations Program (LCTOP)  
 Effective 11/15



## 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.**

<table border="0" style="width: 100%;"> <tr><td><input checked="" type="checkbox"/> Improved Safety</td></tr> <tr><td><input type="checkbox"/> Improved Public Health</td></tr> <tr><td><input type="checkbox"/> Reduced Operating/Maintenance Cost</td></tr> <tr><td><input checked="" type="checkbox"/> Increase System Reliability</td></tr> <tr><td><input type="checkbox"/> Other Benefits (describe below)</td></tr> </table>	<input checked="" type="checkbox"/> Improved Safety	<input 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)	<table border="0" style="width: 100%;"> <tr><td><input checked="" type="checkbox"/> Coordination with Educational Institutions</td></tr> <tr><td style="padding-left: 20px;"><input checked="" type="checkbox"/> College/University      <input checked="" type="checkbox"/> Grades K-12</td></tr> <tr><td><input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking)</td></tr> <tr><td><input checked="" type="checkbox"/> Promotes integration with other modes of transportation</td></tr> </table>	<input checked="" type="checkbox"/> Coordination with Educational Institutions	<input checked="" type="checkbox"/> College/University <input checked="" 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
<input checked="" type="checkbox"/> Improved Safety										
<input 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 checked="" type="checkbox"/> Coordination with Educational Institutions										
<input checked="" type="checkbox"/> College/University <input checked="" 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										

**f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.**

Metro Expo Line Phase 2 will continue the current Expo Line from Downtown Los Angeles to Culver City, to extend access to the westside of Los Angeles, to its terminus station in Santa Monica. This new segment will provide many benefits for residents, students, employees and tourists. The co-benefits that have been indicated above is described as follows:

- Improved Safety - Providing a direct route between Downtown Los Angeles and Santa Monica will provide a safe alternative for commuting.
- Increase System Reliability - The completed segment will provide service every five minutes
- Coordination with Educational Institutions (College/University, Grades K-12) - Numerous elementary and secondary schools, in addition to Santa Monica College are within walking distance to the Phase 2 stations.
- Promotes Active Transportation (walking, biking) - There are many bus, bike, walk options when boarding or alighting a train within the Expo Phase 2 corridor.
- Promotes integration with other modes of transportation - Bike lanes and pedestrian walkways currently exist well within the area of Expo Phase 2.

**Table 6: Project Schedule**

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

**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 (Expo Phase II)

### 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.

Vincent Lorenzo	213-922-4320	February 1, 2016
Approval Authority: Sign and date  	Frank Flores 213-922-2456	

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

Proposed Total Project Cost								Project
Component	Prior	FY 16	FY 17	FY 18	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	0	0	0	0	0	0	0	0
Operations/Other	0	30,542,199	0	0	0	0	0	30,542,199
<b>TOTAL</b>	<b>0</b>	<b>30,542,199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,542,199</b>

Low Carbon Transit Operations Program (LCTOP) FY15 - 16 Allocation PUC 99313								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		9,818,511	0	0				9,818,511
<b>TOTAL</b>	<b>0</b>	<b>9,818,511</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,818,511</b>

Funding Source:		Federal CMAQ							Total
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY		
PA&ED								0	
PS&E								0	
R/W								0	
CON								0	
Veh/Equip Purchase								0	
Operations/Other		20,391,092	0	0				20,391,092	
<b>TOTAL</b>	<b>0</b>	<b>20,391,092</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,391,092</b>	

Funding Source:		Service Fares							Total
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY		
PA&ED								0	
PS&E								0	
R/W								0	
CON								0	
Veh/Equip Purchase								0	
Operations/Other		332,596	0	0				332,596	
<b>TOTAL</b>	<b>0</b>	<b>332,596</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332,596</b>	

Funding Source:									Total
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY		
PA&ED								0	
PS&E								0	
R/W								0	
CON								0	
Veh/Equip Purchase								0	
Operations/Other								0	
<b>TOTAL</b>	<b>0</b>								



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

Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	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 16	FY 17	FY 18	FY	FY	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

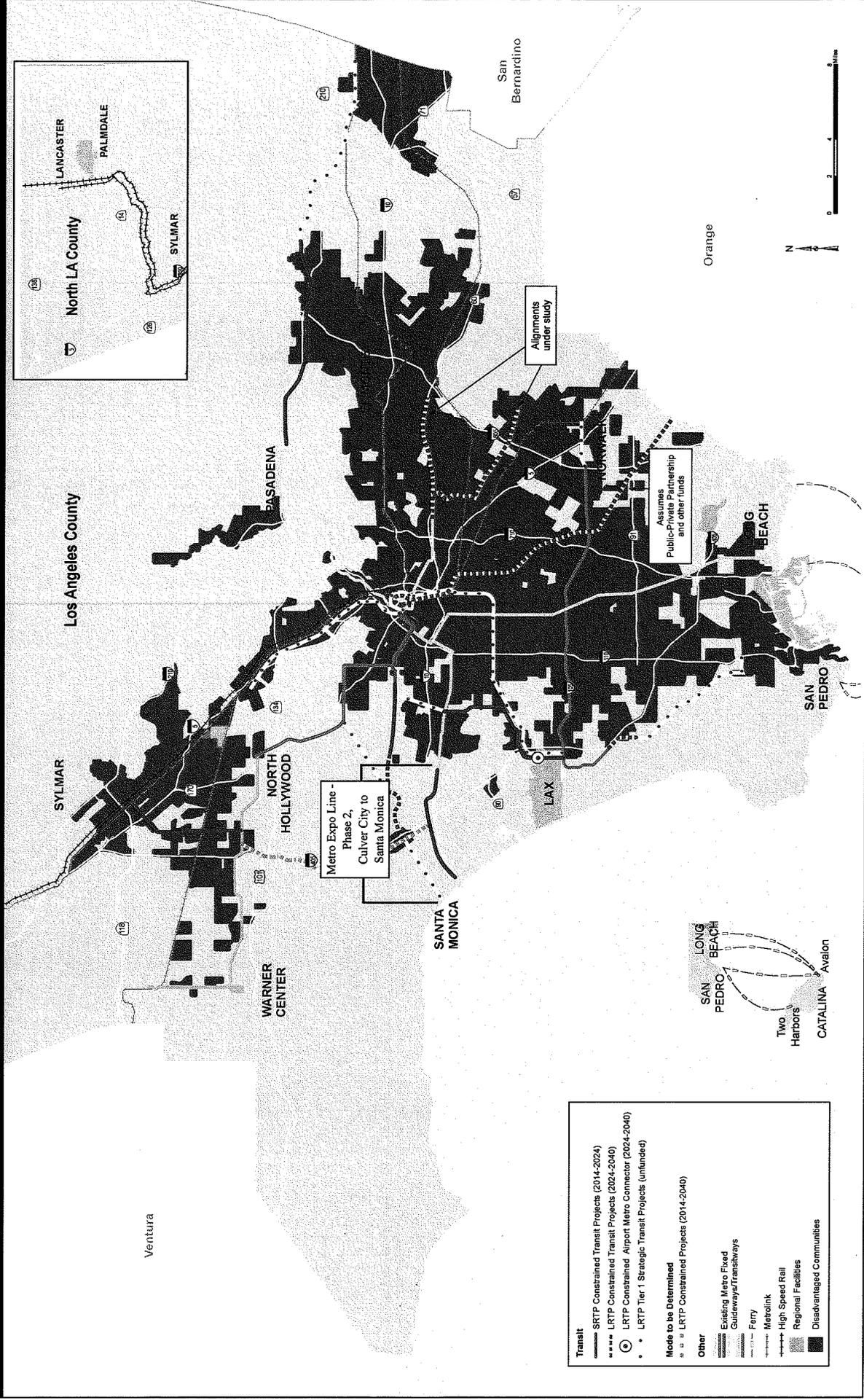
Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16	FY 17	FY 18	FY	FY	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 16	FY 17	FY 18	FY	FY	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

Disadvantaged  
Communities (DAC)  
Map  
Expo 2

# L RTP Transit Projects



**Transit**

- S RTP Constrained Transit Projects (2014-2024)
- - - L RTP Constrained Transit Projects (2024-2040)
- L RTP Constrained Airport Metro Connector (2024-2040)
- L RTP Tier 1 Strategic Transit Projects (unfunded)

**Mode to be Determined**

- Existing Metro Fixed Guideways/Transitways
- Ferry
- Metrolink
- High Speed Rail
- Regional Facilities
- Disadvantaged Communities

**Other**

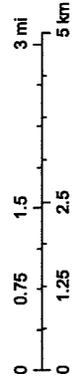
- Two Harbors
- CATALINA Avalon

# CalEnviroScreen 2.0 results



January 28, 2016

1:72,224



Sources: Esri, HERE, DeLorme, Intermap, increment, P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# Greenhouse Gas Reduction Assessment

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



Project Name: 5605137-03030303-2  
 Project ID: 5605137-03030303-2

Inputs into columns highlighted in YELLOW with RED headers are required fields dependent on project type (see quantification methodology).  
 Must be filled out from left to right.

Project Details										Off-Highway Asset Details				New/Expanded Vehicle Details				Old Service Vehicle or Displaced Fuel Details				Net GHG Benefit									
Vehicle/Asset Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Length (Miles)	Adjustment	Length (Miles)	Adjustment	Length (Miles)	Adjustment	Length (Miles)	Adjustment	Annual GHG (MT CO2e)	Engine Size (HP)	Fuel Type	Annual GHG (MT CO2e)	Engine Size (HP)	Fuel Type	Annual GHG (MT CO2e)	Engine Size (HP)	Fuel Type	Annual GHG (MT CO2e)	Engine Size (HP)	Fuel Type	Net GHG Benefit (MT CO2e)
New/Expanded Service											5.00	0.90	5.00	0.90	5.00	0.90	5.00	0.90	612.69	30	Gasoline	0									