

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

**Project Information:**

|  |   |        |
|--|---|--------|
| Lead Agency:                             | Southern California Regional Rail Authority / Metrolink   |        |
| Project Name:                            | Purchase One Fuel-Efficient Tier 4 EMD F-125 Locomotives  |        |
| Project Type:<br><i>See Attachment A</i> | A2: Expand/Enhance transit service  |        |
| Description of Project (Short):          | This project would allow SCRRA to acquire one EMD F-125 Tier 4 locomotive for use in expanded Metrolink commuter rail service on existing routes. |        |
| Project Location:                        | Los Angeles   |        |
| Project Start Date (anticipated):        |   | Oct-18 |
| Project End Date (anticipated):          |   | Oct-38 |

**Funding Information:**

|                                |                |             |
|--------------------------------|----------------|-------------|
| Funding Year:                  | FY 2015 - 2016 |             |
| Requested Amount of PUC 99313: |                | \$17,463    |
| Requested Amount of PUC 99314: |                | \$2,034,264 |
| Total LCTOP Funding:           |                | \$2,051,727 |
| Total Project Cost:            |                | \$6,445,000 |

**Project Benefits:**

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

|                                |         |
|--------------------------------|---------|
| Estimated GHG Reduction:       | 116,573 |
| Project Life:                  | 20      |
| Estimated Total GHG Reduction: | 116,573 |

#### Disadvantaged Communities (DAC) Benefits:

|   |  |
|---|--|
| Does your service area have a DAC?                              | Yes  |
| Does the Project Benefit a DAC?                                 | Yes  |
| Identify the DAC Census Tracts?                                 | 6037127102, 6037310702, 6037302401, 6037206031, 6059075515, 6059074405, 60   |
| Identify Specific DAC Benefit Criteria? <i>See Attachment B</i> | LCTP 1C: Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community or vehicles that serve transit stations or stops in a disadvantaged community.  |
| Qualitative Description of DAC Benefit?                         | By adding a locomotive into our fleet and deploying it for additional service, SCRRA is providing additional transportation options to disadvantaged community residents.  |
| Describe the DAC Need Project Addresses?                        | System users in the systemwide DAC area will reap mobility, access and economic benefit from more service and better reliability and will be more likely to enjoy the health-related returns on investment in active transportation which include walking and biking to/from origin and destination. |
| Total GGRF \$ Allocated to DAC                                  | \$2,900,250  |

#### Co-benefit

|                                   |  |            |
|-----------------------------------|--|------------|
| Critical Air Pollution Reduction: | 76% reduction in NOx; 50% reduction in ROG and 85% reduction in PM compared to a Tier 2 engine |            |
| VMT Reduction:                    |  | 22,432,544 |
| Ridership Increase                |  | 173,769    |
| Fuel Ues Reduction:               | 12,640 gallons/year  |            |
| Energy Use Reduction:             | No appreciable amount as this is a ultra low emitting diesel fuel powered locomotive           |            |

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

|  |                            |
|--|----------------------------|
| <b>Regional Entity:</b> Southern California Regional Rail Authority            |                            |
| <b>Project Lead:</b> Southern California Regional Rail Authority / Metrolink   | <b>County:</b> Los Angeles |
| <b>Project Title:</b> Purchase One Fuel-Efficient Tier 4 EMD F-125 Locomotives |                            |

#### Project Lead:

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

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**Name:** Arthur T. Leahy

**Signature:**

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**Title:** Chief Executive Officer

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**Agency:** Southern California Regional Rail Authority / Metrolink

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**Date:**

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**Amount:**

#### Contributing Sponsor(s):

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

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**Name:** Brian Pennington

**Signature:**

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**Title:** Executive Officer, Project Management, Transit Project Delivery

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**Agency:** Los Angeles Metropolitan Transportation Authority (LA Metro)

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**Date:**

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**Amount:**

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\$1,035,913

**PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)**

|  | <i>LCTOP Allocation</i>                                 | <b>15/16</b> | <b>16/17</b> | <b>17/18</b> |
|--|---|--------------|--------------|--------------|
| <b>Request Amount per PUC 99313:</b>     |   | \$17,463     |              |              |
| <b>Request Amount per PUC 99314:</b>     |   | \$2,034,264  |              |              |
| <b>Total Project Allocation Request:</b> |   | \$2,051,727  |              |              |
| <b>Project Title:</b>                    | Purchase One Fuel-Efficient Tier 4 EMD F-125 Locomotive |              |              |              |
| <b>Project Location/Address:</b>         | Los Angeles   |              |              |              |

**Table 1: Project Lead Information**

|                         |  | <b>Legislative District Numbers</b> |                 |
|-------------------------|--|-------------------------------------|-----------------|
| <b>Agency Name:</b>     | Southern California Regional Rail Authority          | <b>Assembly:</b>                    | 18-27           |
| <b>Contact Person:</b>  | Anne Louise Rice                                     | <b>Senate:</b>                      | 33-76           |
| <b>Contact Phone #:</b> | 213-452-0211   | <b>Congressional:</b>               | 23-49           |
| <b>Email Address:</b>   | <a href="mailto:ricea@scrta.net">ricea@scrta.net</a> | <b>Amount:</b>                      | PUC Funds Type: |
| <b>Address:</b>         | One Gateway Plz, 12th Floor                          | \$                                  |                 |
|                         | Los Angeles, CA 90012                                | \$                                  |                 |

**Table 2: Contributing Sponsor Information**

|   |  |                          |                       |
|---|--|--------------------------|-----------------------|
| <b>Name:</b>  | LA Metro   | <b>Amount :</b>          | PUC Fund Type:        |
| <b>Contact:</b>   | Don Sepulveda  | \$ 1,035,913             | 99314                 |
| <b>Contact Phone #:</b>   | 213-922-7491   | \$                       |                       |
| <b>Email Address:</b>   | <a href="mailto:sepulvedad@metro.net">sepulvedad@metro.net</a> |                          |                       |
| <b>Address:</b>   | One Gateway Plaza  |                          |                       |
| <b>Other Contributing Sponsors: (Attach sheet with contact information)</b> |  | <b>Amount:</b>           | <b>PUC Fund Type:</b> |
| <b>Name:</b>  | OCTA - See Attachment C  | \$ 508,766               | 99314                 |
| <b>Name:</b>  | RCTC - See Attachment C  | \$ 153,863               | 99314                 |
| <b>Name:</b>  | SANBAG - See Attachment C                                      | \$ 273,263               | 99314                 |
| <b>Name:</b>  | VCTC - See Attachment C  | \$ 79,922                | 99313 & 99314         |
|   |  | <b>TOTAL \$2,051,727</b> |                       |

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

**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                    |      |
|-------------------------------------|----|-------------------------------------|------|
| <input type="checkbox"/>            | A1 | <input type="checkbox"/>            | Ai   |
| <input checked="" 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"/>            |      |
|                                     |    | <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.

This Capital Project would allow SCRRRA to acquire one EMD F-125 Tier 4 locomotive for expanded Metrolink commuter rail service. The locomotive is planned to go into service in 2018 and would provide at least three additional daily round trips throughout the Metrolink system. Benefits flowing from the is new locomotive include an increase of 1.6% in annual boardings from additional service, an ongoing 8% reduction in net fuel usage and associated costs compared to the current fleet; improved health outcomes resulting from increased walking and bicycling, and the elimination of 116,573 tons of GHG over the 20 year life of the Project. In addition the Tier 4 locomotive will reduce other air quality pollutants, including 76% fewer NOx emissions, 50% fewer ROG emissions and 85% fewer PM emissions compared to a Tier 2 locomotive.

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

The locomotive will be used for expansion service scheduled to go into service in 2018. The expansion service as currently planned includes six new round trips on 4 out of 7 Metrolink lines (Antelope Valley, Ventura, Orange County and Riverside). Since Metrolink's rolling stock travels throughout the system and is not dedicated to any particular line(s), this equipment may be dispatched anywhere on the system in response to additional or adjusted service expansion implementation plans.

**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: 300 months

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

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

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

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

The expanded transit service provided by the new Tier 4 locomotive will reduce VMT by 156,106, and GHG 116,573,436 over the project life which is expected to be 240 months. This is based the locomotive in service for 12 months each of the 20 years of its useful life. This translates into new ridership of 173,769 to replace an average auto trip of 31 miles each way. For every dollar invested in this project, a reduction of 0.041 metric tons of GHG will be achieved.

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

With ridership increasing by 173,769, this translates into an increase of 1.6% in ridership. Most Metrolink riders would otherwise drive, hence this 1.6% represents a mode shift from driving to riding on commuter rail.

**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 checked="" type="checkbox"/> | 1A | <input type="checkbox"/> | 2A | <input type="checkbox"/> | 1A | <input type="checkbox"/> | 2E |
| <input checked="" type="checkbox"/> | 1B | <input type="checkbox"/> | 2B | <input type="checkbox"/> | 1B | <input type="checkbox"/> | 2F |
| <input checked="" type="checkbox"/> | 1C | <input type="checkbox"/> | 2C | <input type="checkbox"/> | 1C | <input type="checkbox"/> | 2G |
| <input checked="" type="checkbox"/> | 1D |                          |    | <input type="checkbox"/> | 1D | <input type="checkbox"/> | 2H |
|                                     |    |                          |    | <input type="checkbox"/> | 1E | <input type="checkbox"/> | 2I |
|                                     |    |                          |    | <input type="checkbox"/> | 1F | <input type="checkbox"/> |    |
|                                     |    |                          |    |                          |    | <input type="checkbox"/> |    |
|                                     |    |                          |    |                          |    | <input type="checkbox"/> |    |
|                                     |    |                          |    |                          |    | <input type="checkbox"/> |    |
|                                     |    |                          |    |                          |    | <input type="checkbox"/> |    |
|                                     |    |                          |    |                          |    | <input type="checkbox"/> |    |

**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.

More than 6.2 million people in DACs fall into the Metrolink catchment area. Recent SCRRA data shows that more than 80% of daily boardings at Metrolink commuter rail stations occurred in these DAC communities.

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

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

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

**e) Co-Benefits** - Check all additional Benefits/Outcomes.

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Improved Safety                    | <input type="checkbox"/> Coordination with Educational Institutions                         |
| <input checked="" type="checkbox"/> Improved Public Health             | <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12            |
| <input checked="" 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.

Health benefits increase in direct relation to ridership, by promoting active transportation (physical activity) and reducing obesity and diabetes, and by reducing criteria pollutants which in turn will reduce asthma hospitalizations; cardiovascular and respiratory illness, chronic bronchitis, cancer and associated loss of income, medical costs, emergency room visits and premature deaths. Since a majority of Metrolink boardings are in DAC communities, these benefits would be expected to accrue to the new ridership associated with the locomotive that is providing expanded service.

**Table 6: Project Schedule**

| <b>Capital Projects</b>                                    |           |
|--|-----------|
| Begin Construction Phase ( <b>Contract Award</b> )         |           |
| End Construction Phase ( <b>Contract Acceptance</b> )      |           |
| Begin Vehicle/Equipment Order ( <b>Contract Award</b> )    | 3/1/2016  |
| End Vehicle/Equipment Order ( <b>Contract Acceptance</b> ) | 3/31/2018 |
| Begin Closeout Phase                                       | 4/1/2018  |
| End Closeout Phase   | 10/1/2018 |

| <b>Operations Projects</b>               |        |
|--|--------|
| Begin expanded/enhanced transit services | Oct-18 |
| End expanded/enhanced transit services   | Oct-38 |
| 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.

The locomotive is scheduled to be delivered and available for service in 2018. The expansion service for 2018 as currently planned includes six new round trips on 4 out of 7 Metrolink lines (Antelope Valley, Ventura, Orange County and Riverside). Since Metrolink's rolling stock travels throughout the system and is not dedicated to any particular line(s), this equipment may be dispatched anywhere on the system in response to additional or adjusted service expansion implementation plans. Operating costs, which are not requested in this grant application are based on crew and fuel costs associated with running train service. The cost to operate a train consist (one locomotive and typically four cars) is approximately \$1.4M/yr. Each train makes approximately three round trip (six single trips) a day for our weekday schedule.

b) Describe the fare structure for this system.

Metrolink fare structure is distance-based which means that longer-distance travel requires the purchase of a higher priced ticket than shorter distance travel. Some discounted travel is available, primarily for monthly pass-holders, youth and seniors.

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

Yr1 Annual Ridership New ridership is calculated based on service elasticity for increase in service miles

YrF Annual Ridership Assume 2.47% annual compounded growth rate based on 2012 SCAG RTP

Adjustment (A)

Adjustment factor to account for transit dependency Source: 2015 Onboard Survey

Length (L)

Length (miles) of average auto trip reduced Source: 2015 Onboard Survey and ticket sales to adjust trip length for Chatsworth terminus.

Adjustment (AA)

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

The average crew cost per year is: \$426,000.

The average fuel cost for one trip (one way) for one year is: \$157,000, we use an average of 73.9 miles based on the total miles for each line. To meet federal labor requirements, we plan for each crew working up to 8.5 hours which translates into three round trips (six one ways) per day. That's  $426 * 157,000 * 6 = \$1,368,000$ .



**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: Metrolink Rail Authority (SCRRRA) Purchase One Fuel-Efficient Train

Project ID: 0

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       |                      |             |              |              |  |
|-----------------------|----------------------|-------------|--------------|--------------|--|
| Eligible Project Type | Transit Service Type | County      | Year 1 (Yr1) | Year F (YrF) |  |
| New/Expanded Service  | Train                | Los Angeles | 2019         | 2038         |  |
| New/Expanded Service  | Train                | Orange      | 2019         | 2038         |  |
| New/Expanded Service  | Train                | Los Angeles | 2019         | 2038         |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |
|                       |                      |             |              |              |  |

| Displaced Autos Details |                      |                |            |                 |             | New/Expanded Vehicle Details |           |           |                             |
|-------------------------|----------------------|----------------|------------|-----------------|-------------|------------------------------|-----------|-----------|-----------------------------|
| Yr1 Annual Ridership    | YrF Annual Ridership | Adjustment (A) | Length (L) | Adjustment (AA) | Length (LL) | Annual Average VMT Displaced | Fuel Type | Engine MY | Annual VMT or Units of Fuel |
| 43,832                  | 71,404               | 0.80           | 36.00      | 0.82            | 4.90        | 1,473,743.78                 | Diesel    |           | 14,535                      |
| 102,326                 | 166,694              | 0.89           | 76.00      | 0.83            | 5.50        | 8,549,127.66                 | Diesel    |           | 44,472                      |
| 130,082                 | 211,910              | 0.91           | 76.00      | 0.92            | 7.20        | 10,743,440.32                | Diesel    |           | 30,141                      |
|                         |                      |                |            |                 |             | -                            |           |           |                             |
|                         |                      |                |            |                 |             | -                            |           |           |                             |
|                         |                      |                |            |                 |             | -                            |           |           |                             |
|                         |                      |                |            |                 |             | -                            |           |           |                             |
|                         |                      |                |            |                 |             | -                            |           |           |                             |
|                         |                      |                |            |                 |             | -                            |           |           |                             |





**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/cc/capandtrade/auctionproceeds/final\\_lctopqgm.pdf](http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_lctopqgm.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.

|                              |  |
|------------------------------|--|
| <b>Project Name:</b>         | Amtrak Rail Authority (SCRRRA) Purchase One Fuel-Efficient Train |
| <b>Project ID:</b>           |  |
| <b>Contact Name:</b>         | Anne Louise Rice   |
| <b>Contact Phone Number:</b> | 213-452-0211   |
| <b>Contact Email:</b>        | ricea@scrarra.net  |
| <b>Date Completed:</b>       | 10/30/2043   |

**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](http://www.arb.ca.gov/auctionproceeds)  
 Questions on this document should be forwarded to [GGRFProgram@arb.ca.gov](mailto:GGRFProgram@arb.ca.gov)  
 Questions on the LCTOP program should be forwarded to [LCTOPcomments@dot.ca.gov](mailto:LCTOPcomments@dot.ca.gov)



## 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) Anne Louise Rice | Phone: 213-452-0211   | Date: |
| Approval Authority: Sign and date                                  | Typed name and phone number: Arthur T. Leahy, Chief Executive Officer<br>213-452-0258 |       |

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        | 5,652        | 0        | 0        | 0        | 0        | 0        | 5,652        |
| Operations/Other            | 0        | 0            | 0        | 0        | 0        | 0        | 0        | 0            |
| <b>TOTAL</b>                | <b>0</b> | <b>5,652</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5,652</b> |

| Low Carbon Transit Operations Program (LCTOP) -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                                   |          | 2,034        |          |          |          |          |          | 2,034        |
| Operations/Other                                     |          |              |          |          |          |          |          | 0            |
| <b>TOTAL</b>   | <b>0</b> | <b>2,034</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,034</b> |

| Low Carbon Transit Operations Program (LCTOP) -99313 from VCTC |          |           |          |          |          |          |          |           |
|--|----------|-----------|----------|----------|----------|----------|----------|-----------|
| 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   |          | 18        |          |          |          |          |          | 18        |
| Operations/Other   |          |           |          |          |          |          |          | 0         |
| <b>TOTAL</b>   | <b>0</b> | <b>18</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>18</b> |

| Funding Source: Transit and Intercity Rail Capital Program |          |              |          |          |          |          |          |              |
|--|----------|--------------|----------|----------|----------|----------|----------|--------------|
| 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   |          | 3,600        |          |          |          |          |          | 3,600        |
| Operations/Other   |          |              |          |          |          |          |          | 0            |
| <b>TOTAL</b>   | <b>0</b> | <b>3,600</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>3,600</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        |
| <b>TOTAL</b>       | <b>0</b> |

## RESOLUTION #16-81

### Authorization for the Execution of

### THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT

### Southern California Regional Rail Authority (SCRRA) Purchase One Fuel-Efficient Tier 4 EMD F-125 Locomotive

**WHEREAS**, the Southern California Regional Rail Authority, operator of Metrolink commuter rail service, 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 (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (LA Metro, OCTA, RCTC, SANBAG and VCTC); and

*Project Review  
Can we send letter*

**WHEREAS**, the Southern California Regional Rail Authority wishes to implement the LCTOP project(s) listed above,

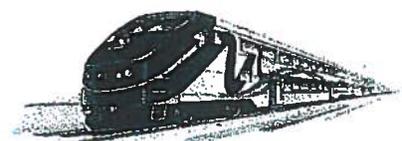
**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Southern California Regional Rail Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects and the Board delegate all responsibilities associated with accepting these funds to the Chief Executive Officer or his delegate.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Southern California Regional Rail Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2015-16 LCTOP funds: The purchase of one fuel-efficient Tier 4 EMD F-125 locomotive for use in expanded service.

Agency Board Designee:

BY: Arthur I. Leaf

DATE: March 11, 2016



**CERTIFICATE OF THE SECRETARY  
OF THE GOVERNING BOARD OF THE  
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

I, Kari Holman, Secretary of the Governing Board of the Southern California Regional Rail Authority, do hereby certify that the foregoing is a full, true and correct copy of a Resolution duly adopted at a regular meeting of said Governing Board and duly and regularly and legally held at the regular meeting place thereof of the 11<sup>th</sup> day of March 2016, of which meeting all of the members of said Governing Board had due notice and at which the five member agencies thereof were represented; that at said meeting said Resolution was introduced by Chair Nelson and was thereupon, upon motion by DIRECTOR HUMPHREY, seconded by DIRECTOR SPIEGEL, adopted by the following vote:

|             |           |
|-------------|-----------|
| AYES:       | <u>11</u> |
| NOES:       | <u>0</u>  |
| ABSENT:     | <u>0</u>  |
| ABSTAINING: | <u>0</u>  |

I do hereby further certify that I have carefully compared the same with the original minutes of said meeting on file and of record in my office and that said Resolution is full, true and correct copy of the original Resolution adopted at said meeting and entered in said minutes. That said Resolution has not been amended, modified or rescinded since the date of its adoption and the same is now in full force and effect.

I do hereby further certify that an agenda of said meeting was posted at least 72 hours before said meeting a location in Los Angeles, California, freely accessible to members of the public and a brief general description of said resolution appeared on said agenda.

WITNESS my hand and seal of the Governing Board of the Southern California Regional Rail Authority, this 11<sup>th</sup> day of March 2016.

Kari S. Hol  
Secretary of the Governing Board  
Southern California Regional Rail  
Authority

**SCRRRA CERTIFICATION**

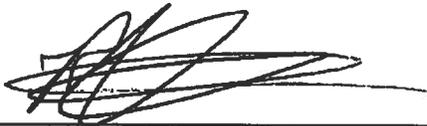
**PASSED AND ADOPTED** by the Governing Board of the Southern California Regional Rail Authority, this 11<sup>th</sup> day of March 2016 by the following vote:

Ayes: 11

Noes: 0

Abstentions: 0

Absent: 0



SHAWN NELSON  
Chairman of the Board  
Southern California Regional Rail  
Authority

Filed by:



Secretary of the Governing Board

Approved as to Form:



Don O. Del Rio  
General Counsel

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

*As the* Chief Executive Officer of the Southern California Regional Rail Authority

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.

Elissa Konove, Deputy Chief Executive Officer

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

OR

Kimberly Yu, Deputy Chief Operating Officer

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

OR

Roderick Diaz, Director Planning and Development

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

Arthur T. Leahy  
(Print Name)

Chief Executive Officer  
(Title)

Arthur T. Leahy  
(Signature)

Approved on March 11, 2016

Attachment: Board Resolution approving Authorized Agent

## RESOLUTION #16-82

### Authorization for the Execution of THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

**WHEREAS**, the Southern California Regional Rail Authority is an eligible project lead which has support from its project sponsors, LA Metro, OCTA, RCTC, SANBAG and VCTC and therefore may receive state funding from the Low Carbon Transit Operations Program (LCTOP) 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 (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project leads; and

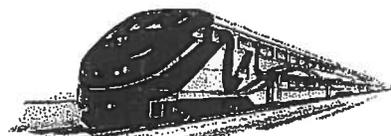
**WHEREAS**, the Southern California Regional Rail Authority desires to delegate authorization to execute these documents and any amendments thereto to Arthur T. Leahy, Chief Executive Officer.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Southern California Regional Rail Authority that it agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Arthur T. Leahy, Chief Executive Officer be authorized to execute all required documents of the LCTOP program and any amendments thereto with the California Department of Transportation.

**Agency Board Designee:**

BY: Arthur T. Leahy



### SCRRA CERTIFICATION

PASSED AND ADOPTED by the Governing Board of the Southern California Regional Rail Authority, this 11<sup>th</sup> day of March 2016 by the following vote:

Ayes: 11

Noes: 0

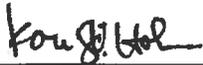
Abstentions: 0

Absent: 0



SHAWN NELSON  
Chairman of the Board  
Southern California Regional Rail  
Authority

Filed by:



Secretary of the Governing Board

Approved as to Form:



Don O. Del Rio  
General Counsel

**CERTIFICATE OF THE SECRETARY  
OF THE GOVERNING BOARD OF THE  
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

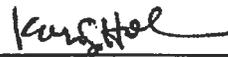
I, Kari Holman, Secretary of the Governing Board of the Southern California Regional Rail Authority, do hereby certify that the foregoing is a full, true and correct copy of a Resolution duly adopted at a regular meeting of said Governing Board and duly and regularly and legally held at the regular meeting place thereof of the 11<sup>th</sup> day of March 2016, of which meeting all of the members of said Governing Board had due notice and at which the five member agencies thereof were represented; that at said meeting said Resolution was introduced by Chair Nelson and was thereupon, upon motion by DIRECTOR HUMPHREY, seconded by DIRECTOR SPIEGEL, adopted by the following vote:

|             |           |
|-------------|-----------|
| AYES:       | <u>11</u> |
| NOES:       | <u>0</u>  |
| ABSENT:     | <u>0</u>  |
| ABSTAINING: | <u>0</u>  |

I do hereby further certify that I have carefully compared the same with the original minutes of said meeting on file and of record in my office and that said Resolution is full, true and correct copy of the original Resolution adopted at said meeting and entered in said minutes. That said Resolution has not been amended, modified or rescinded since the date of its adoption and the same is now in full force and effect.

I do hereby further certify that an agenda of said meeting was posted at least 72 hours before said meeting a location in Los Angeles, California, freely accessible to members of the public and a brief general description of said resolution appeared on said agenda.

WITNESS my hand and seal of the Governing Board of the Southern California Regional Rail Authority, this 11<sup>th</sup> day of March 2016.

  
 \_\_\_\_\_  
 Secretary of the Governing Board  
 Southern California Regional Rail  
 Authority