

Lead Agency Information

Name:	City of Commerce		
Address:	5555 Jillson Avenue		
City, State, Zip Code:	Commerce, CA 90040		
County:	Los Angeles		Regional Entity: LACMTA
Agency Website:	ci.commerce.ca.us		Approved Title VI (Date)*: 2/26/2015
Link to Agency's Approved Title VI Plan:	http://www.ci.commerce.ca.us/DocumentCenter/View/415		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY16-17 LCTOP Allocation Request.

Allocation Request Prepared by

Name:	Claude McFerguson
Title:	Director of Transportation
Phone #:	323-887-4419
E-mail:	ClaudeM@ci.commerce.ca.us

Contact (if different then "Prepared by")

Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent

Name:	Claude McFerguson
Title:	Director of Transportation
Phone #:	323-722-4805
E-mail:	ClaudeM@ci.commerce.ca.us

Legislative District Numbers

Assembly*:	58			
Senate*:	32			
Congressional*:	40			

*if you have more Districts please provide an attachment

Project Information

Name:	Blue Route Service Expansion			
General Area (City/County):	City of Commerce, Los Angeles, County, City of Los Angeles			
Specific Area (Lat-Long, Census Tract, or Address) use separate sheet if needed:	5323.02, 5323.03, 5323.04			
Category (see EPC tab):	New/Expanded Service			
Description (Short): <i>Should not be more than 3 lines.</i>	The City of Commerce would continue a previously-funded LCTOP program to operate additional evening trips on the Blue Route, which serves the employment centers at the Commerce Casino and Citadel Outlet Center.			
Type:	New/Expanded Service		Start date (anticipated):	7/1/2017
Sub-Type:	Expand/Enhance transit service		End date (anticipated):	6/30/2018
Completed LONP:	No		LONP Approval date:	N/A
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.				
Capital:		Operations:	12 months	
Description - Describe the project using comprehensive overall project description regarding improvements to be made, increased level of service and project goals (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications).				



FY 2016-2017 LCTOP Allocation Request

This Allocation Request is for the continuation of a previously-funded LCTOP project. The City of Commerce would continue to operate additional hours of service on the Blue Route, which serves the Citadel Outlets and Commerce Casino on Telegraph Road, the largest employers (5,400 total employees) in the City of Commerce. The expanded service operates trips leaving the Citadel Outlet at 7:11 and 8:11 p.m.

Project Information (continued)

Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics)
The Commerce Bus Lines' Blue Route operates entirely within the City of Commerce. A brief demographic overview of the City of Commerce shows a population of 12,823, is primarily Hispanic (95.4%), 16% of individuals live below the poverty level, and the City's household income of \$45, 341 is 27% below the State average.
Service - Describe the service you provide and how the project plays into your overall operations plan.
The expanded service on the Blue Route provides two additional trips in the evening leaving the Citadel Outlets and Commerce Casino at 7:11 and 8:11 p.m. These additional trips provide return home trips for workers, shoppers, and visitors.
Service - Describe the fare structure for your system and how the project will affect that structure if at all.
Commerce Bus Lines is a free fare system.
Costs - Describe the assumptions and process for how the projects costs were developed.
Operating costs were derived from the FY 2016 National Transit Database (NTD) audited data and the FY 2016 TPM Report Form submitted to Metro.
Environmental Justice - Explain how your agency designed the project to avoid substantial burden on <i>any</i> low income disadvantaged community.
Commerce Bus Lines' entire service area are disadvantaged communities as defined by the CalEPA.
Planning - Explain the planning process this project went through, including any public outreach/input, or workshops.
This is a continuing LCTOP program. The Blue Route service expansion was previously reviewed by the Commerce City Council.

Funding Information

Project Name:	Blue Route Service Expansion
Project Location:	City of Commerce, Los Angeles, County, City of Los Angeles

LCTOP Allocation Year	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
PUC 99313 Amount:			\$14,359			\$14,359
PUC 99314 Amount:						\$0
Total LCTOP Funds:	\$0	\$0	\$14,359	\$0	\$0	\$14,359
Other GGR Funds:						\$0
Other Funds:						\$0
Total Project Cost:	\$0	\$0	\$14,359	\$0	\$0	\$14,359

Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:	No
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Lead Agency:	City of Commerce	Amount:	PUC Funds Type:
Contact Person:	0	\$14,359	99313
Contact Phone #:	0		99314
Contact E-mail:	0		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 16-17 LCTOP Funding

\$14,359

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
The project would not be operated without LCTOP funding.

Project Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions. For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.		
The continuation of the Blue Route service expansion will allow workers, shoppers, and visitors at the Citadel Outlets and Commerce Casino an option to travel from those large employment generators (5,400 employees) to their residences. Previously the Blue Route service was not attractive to some commuters because service ended early in the evening and prevent some commuters from making a round trip by transit.		
Greenhouse Gas Reductions - Please provide quantitative information requested below and explanation/support for the data provided.		
	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2017	The service is planned for one year for the purpose of the LCTOP application. The service will operate from July 1, 2017 through June 30, 2018.
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2018	The service is planned for one year for the purpose of the LCTOP application. The service will operate from July 1, 2017 through June 30, 2018.
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	15,269	Ridership numbers are based on 29 passenger-per-hour, which is the current PPH for the Blue Route.
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	15,269	
Adjustment (A) - Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.	0.50	
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles).	3.82	
Total Project VMTs Reduced	29,164	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	0.96	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	0.96	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits (continued)

Transit Mode Share (increase mobility): Describe how this project will increase transit mode share (increase mobility).

The continuation of this project will allow workers, shoppers, and visitors at the Citadel Outlets and Commerce Ca

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Improved Safety | <input type="checkbox"/> Coordination with Educational Institution |
| <input checked="" type="checkbox"/> Improved Public Health | <input type="checkbox"/> College <input type="checkbox"/> Grades K-12 |
| <input type="checkbox"/> Reduced Operating/Maintenance Costs | <input type="checkbox"/> Promotes Active Transportation |
| <input type="checkbox"/> Increase System Reliability | <input type="checkbox"/> Promotes Integration w/ other modes of |
| <input checked="" type="checkbox"/> Other Benefits | Transportation |

Co-Benefits - Describe benefits indicated above and other benefits not listed.

Disadvantaged Communities (DAC) Benefits

Does your Service Area have a Disadvantaged Community?	Yes	If you answer "No" to either of these questions, please move onto the Allocation Section on page 7.
Does the Project Benefit a DAC?	Yes	
Identify the DAC Census Tract Project Benefits:	5323.02, 5323.03, 5323.04	
Identify the Specific DAC Benefit Criteria (for more information please review DAC Criteria tab):	Transit Projects: Projects will achieve GHG reductions by reducing passenger VMT through incentives, infrastructure, or operational improvements.	
DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.		
Commerce Bus Lines' entire service area consists of Disadvantaged Communities. The continuation of the Blue Line service extension will allow workers in these communities to use transit to commute to work at the Citadel Outlets and Commerce Casino. Over 5,400 employees are located at these two locations.		
Identify the Specific DAC Need Project Addresses (for more information please review DAC Need tab):	A. Project provides improved local bus transit service for riders using stations or stops that are accessible by walking within ½ mile of a DAC (e.g., more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service)	
DAC Need - To determine community needs, agencies can use a variety of approaches such as; looking at the factors in CalEnviroScreen that caused an area to be defined as disadvantaged community; hosting community meetings to get local input; referring to the list of common needs in Table 2.2 (question above); or receiving documentation of community support (e.g., letters or emails). Explain the approach your organization used.		
This service began operation on November 9, 2016. The service was reviewed by the Commerce City Council and has been well-recived by residents.		
Low-Income Communities - Explain, in your own words, how the project will benefit low-income residents.		
See above comments.		
Total Greenhouse Gas Reduction Funds Allocated to DAC: \$ \$14,359		

Allocation

Regional Entity: LACMTA	
Lead Agency: City of Commerce	County: Los Angeles
Project Title: Blue Route Service Expansion	

Lead Agency: 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, Lead Agency 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.

Authorized Agent:	Claude McFerguson
Title:	Director of Transportation
Lead Agency:	City of Commerce

Signature:
Date:

PUC Funds Type: 99313

Amount: \$14,359

PUC Funds Type: 99314

Amount: \$0

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.**

Authorized Agent:
Title:
Agency:
Signature:
Date:

PUC Funds Type: 99313

Amount:

PUC Funds Type: 99314

Amount:



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

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

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

Mr. Vilko Domic, Director of Finance OR
(Name and Title of Authorized Agent)

Mr. Claude McFerguson, Director of Transportation OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent)

Mr. Matthew C. Rodriguez
(Print Name)

Interim City Administrator
(Title)

(Signature)

Approved this 23 day of March, 2017

Only needed if there is a change in the Authorized Agent(s).

Lead Agency: **City of Commerce**

Project Name: **Blue Route Service Expansion**

Prepared by: **Claude McFerguson**

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). 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 Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The project lead certifies that they will notify Caltrans 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
7. Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP
8. The project lead must notify Caltrans 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 Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
10. Funds must be encumbered and liquidated within the time allowed

C. Reporting

1. The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans 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 2 CFR, Part 200, 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 2 CFR, Part 200, 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 2 CFR, Part 200, 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 2 CFR, Part 200, 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.

A. 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 ..
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

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

I certify all of these conditions will be met.

Claude McFerguson

(Print Authorized Agent)

Director of Transportation

(Title)

(Signature)

(Date)



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency

Air Resources Board

Project Name:	Blue Route Service Expansion	Contact Name:
Lead Agency:	City of Commerce	Contact Phone #:
Date Completed:	3/23/2017	Contact Email:
Project ID	<i>Caltrans will provide upon approval</i>	

	Requires applicant input	
	Auto filled from Allocation Request	

Applicant must input required fields from top down (i.e., first Project Category, Required fields and descriptions are dependent on the inputs selected or entered. User tips to provide clarification or suggested inputs may appear when input cell

Inputs		Required	
This section is used to determine the GHG emission reduction method			
Project Type	New/Expanded Service	Yes	Enter the project category and project type; see Required fields. If applying for more than one project type, you must submit multiple tools.
Project Sub-Type	Expand/Enhance transit service	Yes	Expand/Enhance transit service hours, increase service frequency [e.g., add more buses]
Region	County	Yes	GHG Emission Reduction Autos – GHG Emissions The region that best describes the proposed project type
Sub region	Los Angeles	Yes	The county where the project is located
Year 1 (Yr1)	2017	Yes	The first year of service funded.
Year F (YrF)	2018	Yes	The final year of service funded.
Useful Life	1	Calculated	The number of years the project will be funded by LCTOP funds.
This section is used to estimate the GHG emissions from displaced auto			
Service Type	Local/ Intercity Bus (Short Distances)	Yes	The transit service (e.g., bus) directly associated with the project that serve multiple segments
Yr1 Ridership	15,269	Yes	The increase in unlinked trips with the proposed project



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

YrF Ridership	15,269	Yes	The increase in unlin with the proposed pr not expected to chang and YrF.
Adjustment Factor (A)	0.50	Yes	Discount factor appli transit-dependent rid or system average de survey or default.
Length of Average Trip (L)	3.82	Yes	Annual passenger mi with the proposed pr
GHG Emission Reductions	15.90	Calculated	The estimated GHG carbon dioxide equiv from the proposed pr
This section is used to estimate the net GHG emission reductions from new/exp new zero-emission/hybrid vehicle(s).			
Vehicle Type	Transit Bus	Yes	The vehicle type (e.g will operate the new
Hybrid Vehicle		Yes	Is the vehicle that wi
Fuel Type	CNG (ft3)	Yes	The fuel type (e.g. El operate the new servi
Project Specific Emission Factor		Optional	Applicant must be ab intensity value under submit additional doc
Model Year	2016	Yes	The engine model ye service.
Annual VMT	6,630	Yes	The estimated annual (e.g., 72,000). For ra alternatively use Ann
Annual Fuel		No	Not applicable for th
GHG Emissions	14.94	Calculated	The estimated GHG will operate the new
Net GHG Reductions	0.96	Calculated	The estimated net GH new service.
This section is used to estimate the net GHG emission reductions from vehicl reductions from displaced fuel.			
Additional GHG Emission Reductions		Yes	



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

Fuel Type		No	
Model Year		No	
Annual VMT		No	
Annual Fuel		No	
GHG Emissions		Calculated	
Net GHG Reductions		Calculated	
This section is used to gather the total Greenhouse Gas Reduction Fund (GG			
FY 2016-17 LCTOP GGRF Funds Requested	\$14,359.00	Yes	The amount of FY 20 requesting from Caltrans list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$14,359.00	Yes	The amount equal to plus all LCTOP dollars awarded to the same the project plans to have been requested, the Total must be the same amount as Requested.
Total GGRF Funds Requested	\$14,395.00	Yes	The amount equal to all GGRF dollars that same project and any plans to apply for. If requested, the Total must amount as the Total L
This section calculates the greenhouse gas (GHG) emission reductions ac			
Total Project GHG Reductions	0.96	Calculated	Total GHG emission during the useful life
LCTOP Project GHG Reductions	0.96	Calculated	The prorated Total Project LCTOP GGRF funds



California Environmental Protection Agency
Air Resources Board

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ClaudeM@ci.commerce.ca.us

Calculated field; no input required
Additional documentation required
then Project Type, etc.).

s are selected.

Description
and emission factors to apply.
egory that best represents the proposed quired Fields by Category. than one project type, then the agency Allocation Requests and GHG Calculator
isit service (extend transit routes, extend se frequency of service, increase capacity or rail cars to existing routes]).
uctions = GHG Emissions of Displaced sions of New Service
encompass the geographic location for the e.
e majority of the service occurs.
ice - funded by FY 2016-17 LCTOP
vice - funded by FY 2016-17 LCTOP
the service is funded by FY 2016-17
vehicle miles traveled (VMT).
g., Bus, Light Rail, Heavy Rail, etc.) ith the the proposed project. For projects ervices, select Multi-modal.
ked passenger trips directly associated object in the first year.

**Air Resources Board**


Air Resources Board[illegible]



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

Project Name:	Blue Route Service Expansion	Contact Name:
Lead Agency:	City of Commerce	Contact Phone #:
Date Completed:	3/23/2017	Contact Email:
Project ID	Caltrans will provide upon approval	

	Results	Description
Annual Displaced Auto VMT	29,164	Annual displaced average auto (VMT) from the proposed project
Annual GHG Emission Reductions from Displace Autos	15.90	Annual GHG emission reduction displaced from the proposed project
Total Displaced Auto VMT	29,164	Total displaced auto VMT over the useful life of the project
GHG Emission Reductions from Displace Autos	15.90	Total project greenhouse gas reduction from the total displaced auto VMT
Total GHG Emission Reductions	0.96	Total GHG emission reduction project during the useful life.
LCTOP GGRF FY 2016-17 Funds Requested	\$14,359.00	Funds requested per State Contract for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$14,359.00	The amount equal to FY 2016 Requested plus all LCTOP dollars previously been awarded to the future LCTOP dollars that the project has or plans to apply for
Total GGRF Funds Requested (\$)	\$14,359.00	The amount equal to the Total plus all GGRF dollars that have to the same project and any other project has or plans to apply for
LCTOP GHG Emission Reductions	0.96	GHG emission reductions (Metric Tons) during the useful life attributable to the project
LCTOP Emission Reductions /Total LCTOP GGRF Funds Requested	0.00006679	The metric to be reported in the LCTOP summary report



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

Total GHG Emission Reductions /Total GGRF Funds Requested (\$)	0.00006695	The metric to be reported in tl
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FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

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 323-887-4419
 ClaudeM@ci.commerce.ca.us

No inputs required

o vehicle miles traveled project.
ions from auto VMT project.
er the useful life.
(GHG) emission reductions VMT during the useful life.
ns (MTCO ₂ e) from the
ntroller's Office Eligible list
5-17 LCTOP Funds ollars from Caltrans that have e same project and any e project plans to apply for.
l LCTOP Funds Requested ve previously been awarded her GGRF dollars that the or.
TCO ₂ e) from the project d to LCTOP.
he application.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

he application.

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. The Lead Agency certifies that the requested LCTOP funds for the proposed project will not be used to supplant other funding sources.

Lead Agency:	City of Commerce	Project Name:	Blue Route Service Expansion
Authorized Agent Name:	Claude McFerguson	Prepared by:	Claude McFerguson
Phone:	323-722-4805	Phone:	323-887-4419
E-mail:	ClaudeM@ci.commerce.ca.us	E-mail:	ClaudeM@ci.commerce.ca.us
Signature:		Date:	

Green shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED	0	0	53,331	0	0	0	0	53,331
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	0	0	0	0	0	0	0
TOTAL	0	0	53,331	0	0	0	0	53,331

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED			14,359					14,359
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	14,359	0	0	0	0	14,359

Funding Source: Local and State Transit Funds								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED			38,972					38,972
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	38,972	0	0	0	0	38,972

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

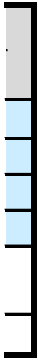
Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

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

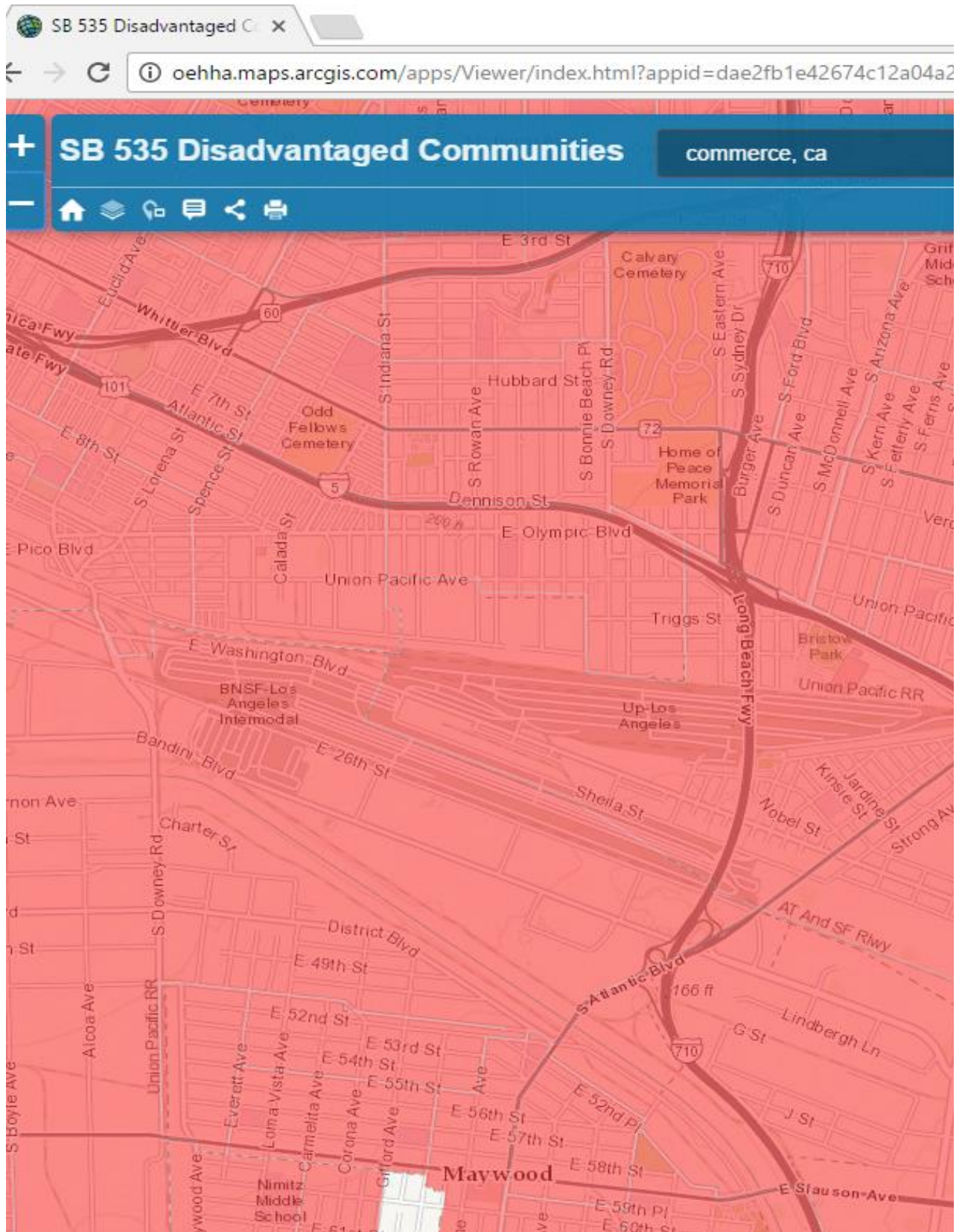
Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0







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