



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2015**

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM

**ACTION: APPROVE CANDIDATE LOW CARBON TRANSIT OPERATIONS
PROGRAM PROJECTS**

RECOMMENDATION

Approve the Resolution in Attachment A which:

- 1) Authorizes the Chief Executive Officer (CEO) or his designee to claim up to \$7,140,233 in FY 2014-15 Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund, including \$5,875,784 in funding appropriated to Metro and up to \$1,264,449 in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation; and
- 2) Identifies the projects for which LCTOP funds are to be claimed.

ISSUE

The California State Transportation Agency (CalSTA) issued guidelines for the LCTOP program on December 19, 2014. Claims for Fiscal Year (FY) 2014-15 LCTOP funds are due to Caltrans by April 15, 2015 and are required to include a certified authorizing Board Resolution. In order to meet these timelines, staff seeks Board approval to submit claims for identified candidate projects considered as the best suited for this program in terms of eligibility, consistency with the overall goals of the Cap-and-Trade and LCTOP programs, and alignment with Metro's Board-adopted priorities.

DISCUSSION

Attachment A is a proposed Board resolution which would authorize the CEO to apply for specific projects. The resolution is a requirement of the LCTOP Guidelines. Attachment B describes the projects selected for the Metro claim and describes the process used to evaluate and prioritize projects for this funding opportunity.

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant

funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB 32. Auction proceeds, known as the Greenhouse Gas Reduction Fund (Fund), are then reinvested in various projects to further reduce emissions. FY 2014-15 will be the first year in which the State makes investments from the Fund. Total funding available for the current year is \$870 million, divided into 11 programs administered by various State agencies, with each program receiving a set dollar amount.

In the initial year of the LCTOP, \$25 million will be appropriated, and beginning with FY 2015-16, there is a continuous appropriation of 5% of future Cap-and-Trade auction proceeds to the LCTOP; it should be noted that overall auction proceeds may grow significantly as transportation fuels became subject to Cap-and-Trade regulations in January, 2015.

LCTOP Guidelines

The guidelines state that the LCTOP is to fund operating and capital projects that will reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet all of the following criteria:

- Support new or expanded bus or rail services, or expanded intermodal transit facilities,
- Enhance or expand transit service to increase mode share,
- Reduce greenhouse gas emissions, and
- For agencies whose service areas include disadvantaged communities (DAC), 50 percent of total funds received shall be expended on projects or services that benefit the DAC.

Project Eligibility Criteria

The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions. Examples provided include new or expanded transit service, purchase and replacement of vehicles, connections to active transportation, and reduced-fare transit passes. In supporting new or expanded bus or rail services or expanded intermodal transit facilities, projects may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities. Project leads may continue these operating costs in the next years of LCTOP funding. All projects must be consistent with the project lead's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful of two or more years.

Another significant goal of the LCTOP is to maximize benefits to disadvantaged communities (DAC), requiring that transit agencies whose service areas include one or more DACs expend at least 50% of total funds received on projects that provide direct, meaningful, and assured benefit to DACs. The California Environmental Protection Agency (CalEPA) has used an environmental health screening tool to delineate DACs through a calculation based on environmental (especially air quality), socio-economic, and public health factors. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. In service areas delineated as DAC on the CalEPA tool, projects will be determined to provide direct, meaningful, and assured benefit to DAC if:

- For low carbon transportation projects, there is a reduction in air pollution for DAC residents, and
- For transit projects, there is a reduction in air pollution for DAC residents or increased or improved access to transit service along transit lines or corridors that have stations or stops in a DAC.

Metro-specific Considerations in Selecting LCTOP Projects The December 2014 Metro Board report on FY 2015-16 Budget Development highlighted the need to identify a combination of \$1.4 billion in revenue enhancements, tradeoffs, and other solutions to address funding commitments made following the adoption of the Short Range Transportation Plan. Staff developed the LCTOP funding recommendations with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding availability.

Eligible LCTOP Recipients in Los Angeles County

The LCTOP distributes funding to operators according to State Transit Assistance legal codes, with 50% of program funding distributed to regional transportation planning agencies according to population and 50% to transit operators in proportion to fare revenue generation. In Los Angeles County, there are 17 agencies eligible to receive LCTOP funds, including Metro, the included operators, and the Southern California Regional Rail Authority (SCRRA). If any eligible recipient does not submit a letter of intent to claim its FY 2014-15 funds by March 2, 2015, the funds will be reassigned to Metro. In that event, the language in the Recommendation section allows Metro to claim all LCTOP funding up to a possible total of all funds allocated to all eligible recipients in Los Angeles County under both the population and revenue shares.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Claiming LCTOP funds will have a positive impact on the FY 2015 budget, as LCTOP funds in the amount of up to \$7,140,233 will be disbursed to Metro by June 30, 2015,

following the approval of our proposals. However, funds are not anticipated to be distributed significantly ahead of the June 30 statutory deadline. Thus Metro expenditure of the funds is not likely to occur until FY 2015-16 or beyond.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects described in Attachment B and instead select one or more other projects considered for application, as shown on Attachment C. Staff does not recommend this alternative as the projects in Attachment B meet the greenhouse gas reduction and disadvantaged community benefit goals of the LCTOP program, the evaluation criteria in the guidelines, and were selected with Metro's most acute financial needs and Board-adopted priorities in mind. The Board could choose to direct the CEO to work with SCRRA staff to obtain their cooperation in using SCRRA's LCTOP funding on Metro projects. Staff does not recommend this alternative, as SCRRA has an urgent need to upgrade its failing Ticket Vending Machines which are causing long passenger queue times and lost revenue. By improving customer convenience, SCRRA's ridership stands to increase. By improving revenue collection, SCRRA will be able to roll the increased revenue back into improved service, further improving ridership and meeting greenhouse gas reduction goals of the LCTOP.

NEXT STEPS

- March 2, 2015: staff submitted the letter of intent to Caltrans to ensure Metro's ability to claim all funds identified for Los Angeles County under the population distribution, all funds identified for Metro under the revenue distribution, and any revenue distribution funds that may be reassigned to Metro if other eligible agencies are unable to claim their funds.
- April 15, 2015: expenditure proposals are due to Caltrans. Upon approval of the Recommendations, staff will prepare and submit the expenditure proposals.
- June 10, 2015: Caltrans and the California Air Resources Board will finalize a list of approved projects and submit the list to the State Controller's Office (SCO).
- June 30, 2015: SCO will release LCTOP funds for approved projects.

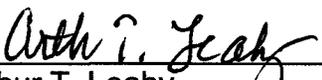
ATTACHMENTS

- A. Certified Board Authorization Resolution
- B. Projects Identified for LCTOP Funding
- C. Projects Considered for LCTOP Funding
- D. Projects Considered for LCTOP Funding - Descriptions
- E. Disadvantaged Communities Map

Prepared by: Patricia Chen
Regional Programming Manager
(213) 922-3041

Wil Ridder
Executive Officer, Strategic Financial Planning & Programming
(213) 922-2887


Martha Welborne, FAIA
Chief Planning Officer


Arthur T. Leahy
Chief Executive Officer

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, \$25,000,000 was appropriated for the LCTOP for Fiscal Year 2015 and the Los Angeles County Metropolitan Transportation Authority (Metro) may claim up to \$7,140,233 of the \$25,000,000;

WHEREAS, the \$7,140,233 consists of \$5,875,784 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 \$1,264,449 represents funding earmarked for other eligible recipients in Los Angeles County, which have the option to relinquish all or a part of their FY 2014-15 LCTOP funds to Metro or another eligible recipient;

WHEREAS, Metro as a recipient agency must submit its FY 2014-15 LCTOP expenditure proposals by April 15, 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 \$7,140,233 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; and/or
- Line 788 (San Fernando Valley-Westside Express) add midday, night, weekend, and/or line extension to Expo LRT Line Operations and/or Capital; and/or
- Silver Line Service Enhancement – add midday service operations and/or Capital Projects;

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.

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 \$7,140,233 in FY 2014-15 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; and/or
 - Line 788 (San Fernando Valley-Westside Express) add midday, night, weekend, and/or line extension to Expo LRT Line Operations and/or Capital; and/or
 - Silver Line Service Enhancement – add midday service operations and/or Capital Projects.

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, March 26, 2015.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Metro

Los Angeles County
Metropolitan Transportation Authority

Projects Identified for LCTOP Funding

Concluding analysis of several projects with the potential to meet the criteria outlined in the LCTOP Guidelines, staff developed the matrix shown in Attachment C and recommends that up to four expenditure proposals be submitted to Caltrans for up to \$7,140,233 in FY 2014-15 LCTOP funds for the following four Projects:

Gold Line Foothill Extension Phase 2A Operations. This project, with annual operating costs of approximately \$26,926,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Metro Gold Line. The extension traverses and serves several areas within the San Gabriel Valley which are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in Downtown Los Angeles. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Expo Light Rail Line Phase 2 Operations. This project, with annual operating costs of approximately \$43,406,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Exposition Light Rail Transit facility, which traverses and serves several areas identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in West Los Angeles and the City of Santa Monica. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Line 788 (San Fernando Valley-Westside Express) add midday, night, and/or weekend service; extend to Expo LRT Line; and/or capital for extension to Expo LRT Line. This

project has several options designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling over the Sepulveda pass in mixed flow lanes on the Interstate (I)-405 to an express transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which produce less greenhouse gases than conventional automobile engines. The Project alignment provides an early opportunity for improved transit access via the Sepulveda Pass, as Metro is in the process of exploring options for implementing a high speed premium transit service on the alignment. An express service was implemented beginning December 14, 2014, providing service between Van Nuys Boulevard in San Fernando Valley, Wilshire/Veteran, and Wilshire/Westwood. There are several options to enhance this service:

Service enhancements on existing alignment. This option can be further broken down into midday, night, and/or weekend service expansion. All of these alternatives, combined, have annual costs of up to approximately \$5,770,000. These proposed expansions would allow increased modeshare as additional commuters and travelers have expanded options and greater ability to rely on the service schedule to meet their mobility needs. All of these service enhancements would use existing buses running on the current alignment, and could be implemented as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for operations of these service expansions.

Extension to Expo LRT Line. This option, with annual costs of \$924,000, is another opportunity for service expansion but which requires additional buses and the identification of an extended alignment. With the opening of the Expo Light Rail Line Phase 2, anticipated early 2016, the service could be extended south from its current terminus at Wilshire and Veteran to the Expo LRT Line. This extension would greater serve riders from several bus lines in the San Fernando Valley which traverse and serve areas that are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The service would increase connections for patrons boarding in these communities to educational, employment, and other activities and opportunities in West Los Angeles.

Capital needs for extension to Expo LRT Line. This option, with total cost of \$1,000,000, would support the extension of service to the Expo LRT Line. Funding is needed for two additional clean fuel buses to accommodate the expanded service.

All of the improvements described would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Silver Line Service Enhancement – add midday service. This project is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling in mixed flow lanes on the I-110 and I-10 and city streets in Downtown Los

Angeles to a Bus Rapid Transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which produce less greenhouse gases than conventional automobile engines. This popular service has been in place since December 13, 2009. This service enhancement would require funds for operations and/or capital needs.

Add midday service. This service enhancement, with annual operating costs of \$330,000, will allow increased modeshare as additional commuters and travelers have expanded options and increased ability to rely on the service schedule to meet their mobility needs. The service to be expanded traverses and serves South and Downtown Los Angeles, East Los Angeles, and the San Gabriel Valley. The vast majority of the communities served by the project are identified by the Air Resources Board as disadvantaged communities as shown in Attachment E. The service could be expanded as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure.

Capital needs for Midday Service. The purchase of three clean fuel buses, with total cost of \$1,500,000, would support the expansion of midday service.

This service enhancement would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

LCTOP funding in the amount of \$5,875,784 to \$7,140,233 could be available to Metro. Staff recommends using any LCTOP funds available for these four projects, which are high priority, Board approved projects, with a need for operating funds. Operating funds are more scarce than capital funds, thus these projects represent the highest and best use of the LCTOP funds.

LOW CARBON TRANSIT OPERATIONS PROGRAM

Evaluation Criteria

	Metro Priority Criteria			Disadv. Comm.	Required Criteria			Transit Plan
	Operations project	Consistent with or included in Long Range Transportation Plan	Helps Metro meet Board adopted obligations for transit operations	Located in and/or provides direct, meaningful, and assured benefits to a disadvantaged community	Support new or expanded bus or rail services, or expanded intermodal transit facilities	Directly enhances or expands transit service to increase mode share	Reduces greenhouse gas emissions	Consistent with most recent SRTP or RTP/SCS
Proposed FY 2014-15 Expenditures								
Gold Line Foothill Extension Phase 2A Operations	x	x	x	x	x	x	x	x
Expo Light Rail Line Phase 2 Operations	x	x	x		x	x	x	x
Line 788 (San Fernando Valley-Westside Express)	x	x	x	x	x	x	x	x
Add midday, night, and/or weekend service	x	x	x	x	x	x	x	x
Extension to Expo LRT Line	x	x	x	x	x	x	x	x
Capital needs for extension to Expo LRT Line	x	x	x	x	x	x	x	x
Silver Line Service Enhancement	x	x	x	x	x	x	x	x
Add midday service	x	x	x	x	x	x	x	x
Capital needs for addition of midday service	x	x	x	x	x	x	x	x
Proposed Future Expenditures								
Electric charging stations at bus facilities								
Expanded Electric Bus Program								
Heavy Rail Vehicle Procurement								
IT enhancements/technology advancements to increase ridership								
Mobile and tablet applications								
Nextrip Electronic Signage								
On bus Countywide Signal Priority (CSP)								
Orange Line Countdown Clocks								
Tablet Regional Point of Sale Device								
TVM Enhancements: Multiple Ticket and Language								
Subsidies for student transit passes								
Union Station Bike Hub								

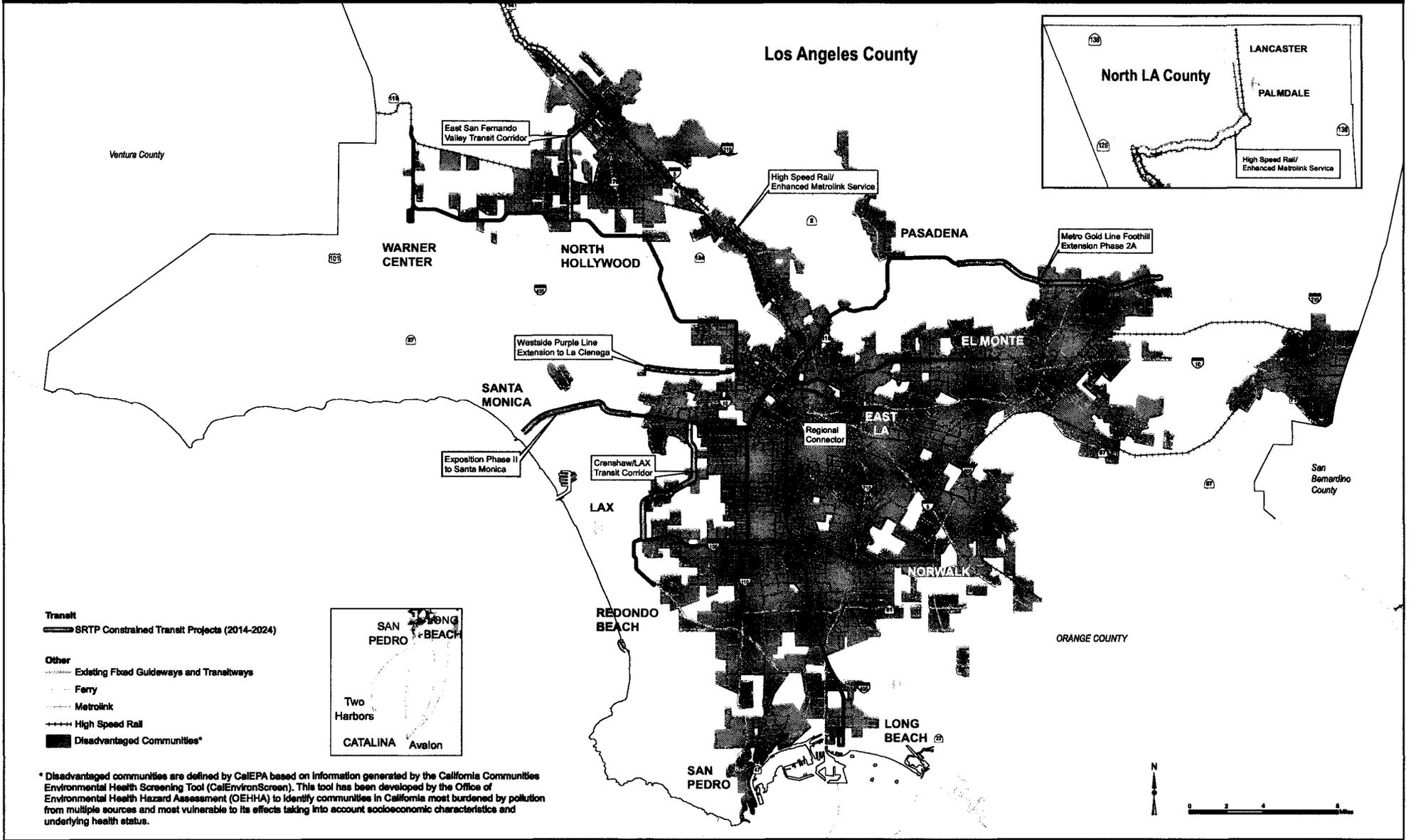
Projects Considered for LCTOP
Brief Descriptions

#	Project Title	Project Description	Cost (\$000)	Year Funds Needed
1	Electric charging stations at bus facilities	Infrastructure improvements to house electric buses at multiple divisions. Cost assumes 30 electric vehicles.	1,500	Beyond FY 16
2	Expanded Electric Bus Program	Purchase of additional electric buses. Metro is undergoing an initial pilot program with BYD to test an initial 5 buses, and the ability to expand to include an additional 30+ buses in this pilot. As the pilot effort with BYD is already funded, additional funding would be of interest beyond the initial 35+ buses. Cost assumes 30 additional electric vehicles.	30,000	Beyond FY 16
3	Expo Light Rail Line Phase 2	This project is a 6.7 mile extension from Culver City to Santa Monica, of the existing Expo Light Rail Line. This extension includes seven new stations. Weekday peak period service levels will also be improved from 12 minute headways to 6 minute headways. Funding is being sought for start-up operations. Cost reflects annual operating costs.	43,406	FY 16
4	Gold Line Foothill Extension Phase 2A	This project is an 11.1 mile extension from Pasadena to Azusa, of the existing Gold Line. This extension includes six new stations. Funding is being sought for start-up operations. Cost reflects annual operating costs.	26,926	FY 16
6	Heavy Rail Vehicle Procurement	This procurement is for a total of 64 heavy rail vehicles. 34 vehicles will be purchased for the Westside Purple Line Extension Segment 1, and 30 will be purchased for the replacement of vehicles purchased in 1993. Cost reflects the total procurement.	451,000	FY 16
7	Line 788 (San Fernando Valley-Westside Express) - add midday, night, and/or weekend service; extend to Expo LRT Line; and/or capital needs for extension to Expo LRT Line	There are several options to enhance this existing express transit service:		
7.1	Add midday, night, and/or weekend service	Service on the existing alignment may be enhanced by implementing additional midday, night, and/or weekend service. Each of these service expansions would use existing buses and the current alignment. Cost reflects the total annual operations of midday, night, and weekend service.	5,770	FY 15
7.2	Extend to Expo LRT Line	With the Expo LRT Line Phase 2 opening, anticipated in early 2016, the service could be extended from its current terminus at Wilshire and Western to the Expo Line. Cost reflects annual operating costs.	924	FY 16
7.3	Capital needs for extension to Expo LRT Line	Two additional clean fuel buses will be needed to support the extension of service to the Expo LRT Line. Cost reflects the total cost of the two buses.	1,000	FY 16
8	Mobile and tablet applications	Develop mobile and tablet applications that provide transit information to patrons: maps and schedules, bus and rail arrivals, trip planning, service alerts and disruptions. Also develop mobile and tablet applications to provide Metro construction project information to constituents: road and highway information, road closures, and construction notices.	9,775	FY 16
9	Nextrip Electronic Signage	Real-time arrival information signage at top boarding locations as part of an overall effort to update/upgrade bus shelters. Signage will help create a more coordinated and integrated transportation system. Signage will be installed in three phases (FY15-17). The capital cost is estimated to be \$4,724,000, and annual operations costs are estimated to be \$324,000.	4,724	FY 15
10	Orange Line Countdown Clocks	Real-time arrival information at Orange Line stops.	2,000	FY 16, FY 17
11	Silver Line Service Enhancement - add midday service	This service enhancement has operations and capital components:		
11.1	Add midday service.	The proposed expansions to midday service will allow increased modeshare as additional commuters and travelers have more options and greater ability to rely on the service schedule to meet their mobility needs. Cost reflects annual operating costs.	330	FY 16

Projects Considered for LCTOP
Brief Descriptions

#	Project Title	Project Description	Cost (\$000)	Year Funds Needed
11.2	Capital needs for addition of midday service.	Three additional clean fuel buses will be needed to support the addition of midday service. Cost reflects the total cost of the three buses.	1,500	FY 16
12	Subsidies for student transit passes	Metro currently provides subsidies to low income students (K-12 and College) through the Rider Relief Transportation Program. The value of the student subsidy is \$6 per month.	2,000	FY 16
13	Tablet Regional Point of Sale Device	Tablet-based Point of Sale devices would allow for increased flexibility and location of ticket sales. These devices will facilitate an expansion in the vendor network by better accommodating vendor needs and will support sales of TAP products at special events and mobile sales.	1,921	FY 16-17
14	TVM Enhancements: Multiple Ticket and Language	These enhancements will facilitate ease of use of TAP vending machines (TVM) for a wider range of transit riders, particularly among minority communities and participants in special and reduced fare programs. These enhancements will provide multiple language options and expand the types of fare products available at TVM machines.	1,730	FY 16
15	Union Station Bike Hub	The Bike Hub will include secure-access 24/7 bike parking, tiered bike racks, attended services that offers check-in bike parking, bike rental, retail sale of bike repair, parts and accessories. The planned opening for this bike hub is 2017.	1,200	FY 17
Total capital and operating expenditures considered for FY 2014-15 LCTOP funding			585,706	

2014 SRTP Transit Projects & Disadvantaged Communities



* Disadvantaged communities are defined by CalEPA based on information generated by the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects taking into account socioeconomic characteristics and underlying health status.