

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: October 2, 2026

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Los Angeles Department of Transportation

Subject: **AUTHORITY TO SUBMIT APPLICATION FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) AND ADOPT THE PROJECT RESOLUTION FOR FISCAL YEAR 2025-26**

SUMMARY

The Los Angeles Department of Transportation (LADOT) requests authority to submit a project application for the State of California Department of Transportation (Caltrans) Fiscal Year (FY) 2025-26 Low Carbon Transit Operations Program (LCTOP). To encumber the grant funding allocated to LADOT, the City Council must also adopt the attached project resolution.

RECOMMENDATION

That the City Council, subject to the approval of the Mayor:

1. **Adopt** the attached LCTOP Project Resolution, as required by the State of California Department of Transportation (Caltrans).
2. **Authorize** the Department of Transportation General Manager to apply for and accept funds for FY 2025-2026 LCTOP Cycle A grant funds from Caltrans in an amount up to \$1,151,725 for costs associated with the procurement of two zero-emission electric buses to be used as part of the DASH transit service.
3. **Authorize** the Department of Transportation General Manager to apply for and accept funds for FY 2025-2026 LCTOP Cycle B grant funds from Caltrans in an amount up to \$737,903 for costs associated with the procurement of two zero-emission electric buses, being the same vehicles as those mentioned above, to be used as part of the DASH transit service.
4. **Authorize** the funds to be deposited into Fund 385, account number to be determined, entitled "Purchase of Zero-Emission Electric DASH Buses" and appropriate therein for the procurement of buses.

BACKGROUND

As a transit operator in Los Angeles County, LADOT is eligible to receive \$1,151,725 in funding from Caltrans for its LCTOP Fiscal Year 2025-2026 (FY 26) Cycle A allocation and \$737,903 for its in Cycle B allocation. Caltrans created LCTOP to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities. In Los Angeles, low-income and disadvantaged communities compose 90 percent of LADOT's transit service area.

In past fiscal years, LCTOP funding has been provided in a single allocation, but this year the funding is temporarily being provided in two separate allocations - Cycle A and Cycle B - due to changes in state greenhouse gas reduction funding processes.

DISCUSSION

Since LCTOP began in 2015, LADOT has secured LCTOP funds to procure zero-emission buses, to obtain bike racks for buses, to support fareless DASH service for students, and to install electric vehicle charging infrastructure. For FY 26, LADOT will apply to use the LCTOP allocations to cover costs associated with the procurement of two zero-emission electric buses that will be part of a larger fleet replacement for DASH bus service.

Purchasing zero-emission buses is a high priority for LADOT as the department continues its transition to an all-electric bus fleet. To date, LADOT converted 54% of the DASH circulator bus fleet from propane, compressed natural gas (CNG), and gasoline vehicles to battery-electric buses through the purchase and acquisition of 130 battery-electric buses within the last two years. To achieve the City's transit electrification goals, LADOT is actively pursuing funding to replace the remaining 83 non-electric vehicles that operate across the Mid-Cities, Central, and Downtown service regions that are at the end of their useful life. These electric buses would operate out of two separate bus maintenance yards that are currently undergoing electrification with battery electric chargers to be installed and operational by the time the buses are delivered. The Downtown Bus Maintenance Yard has the capacity to charge 70 battery electric buses and will be fully electric by the Fall of 2026 while the Mid-Cities Bus Maintenance Yard is a fully funded electric microgrid that will be operational by the end of 2028. The two yards combined will allow LADOT to operate a fleet of 182 battery electric buses over the Downtown, Central, and Mid-Cities service regions.

LADOT proposes to allocate the combined \$1,889,628 in FY 26 LCTOP funds to partially fund the purchase of two battery-electric buses to replace two of the 83 CNG buses that remain in LADOT's fleet in the Downtown, Central, and Mid-Cities service regions. Upon acquisition of all 83 new battery electric buses, the DASH fleet's proportion of electrified vehicles would increase to 69 percent, supporting a major milestone in the transition to zero emission buses as directed by the City Council per Council Motion (see Council File 17-0739).

Official LCTOP grant requests must be accompanied by the attached Council Resolution (Attachment 3). The resolution identifies the LCTOP project and allows LADOT to accept the LCTOP funding and execute any required documents.

FISCAL IMPACT

There is no impact to the City of Los Angeles General Fund since there is no match funding requirement for this project.

LRC:JM:BL:ds/ew/jr

Attachments:

- 1: State Controller's Office FY 2025-2026 LCTOP Cycle A Funding Eligibility
- 2: State Controller's Office FY 2025-2026 LCTOP Cycle B Funding Eligibility
- 3: Resolution