

FY 2016-2017 LCTOP Allocation Request

Lead Agency Information

Name:	City of Union City - Union City Transit		
Address:	34009 Alvarado-Niles Road		
City, State, Zip Code:	Union City, CA 94587		
County:	Alameda		Regional Entity: MTC
Agency Website:	www.uctransit.org		Approved Title VI (Date)*:
Link to Agency's Approved Title VI Plan:			

*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:	Wilson Lee
Title:	Transit Manager
Phone #:	510.675.5409
E-mail:	wlee@unioncity.org

Contact (if different then "Prepared by")

Name:	Wilson Lee
Title:	Transit Manager
Phone #:	510.675.5409
E-mail:	wlee@unioncity.org

Authorized Agent

Name:	Mintze Cheng
Title:	Public Works Director
Phone #:	510.675.5306
E-mail:	mcheng@unioncity.org

Legislative District Numbers

Assembly*:	20			
Senate*:	10			
Congressional*:	13			

*if you have more Districts please provide an attachment

Project Information

Name:	Convert new cutaway vans from gasoline to gasoline hybrid			
General Area (City/County):	Union City, Alameda			
Specific Area (Lat-Long, Census Tract, or Address) use separate sheet if needed:				
Category (see EPC tab):	Ai: Purchase, operate and maintain zero-emission or hybrid vehicles and equipment			
Description (Short): <i>Should not be more than 3 lines.</i>	Union City Transit will be acquiring new gasoline cutaway and unmodified gasoline vans. To reduce emissions while idling, an aftermarket hybrid system would be applied to the vehicles to increase fuel economy and reduce idling emissions while loading customers using the lift.			
Type:	Cleaner Vehicles		Start date (anticipated):	7/1/2019
Sub-Type:	Purchase replacement zero-emission/hyb		End date (anticipated):	12/31/2019
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:	7 years		Operations:	
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).				

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Union City Transit will be acquiring new gasoline cutaway and unmodified gasoline vans. To reduce emissions while idling, an aftermarket hybrid system would be applied to the vehicles to increase fuel economy and reduce idling emissions while loading customers using the lift. This fleet travels approximately 93,000 miles a year and spends a significant portion of each revenue day idling as customers board under their own power or are lifted into the vehicle via the wheelchair lift. Once the vehicles are procured with the stock gasoline engine, then they will be sent to an aftermarket retrofitter to install a competitively procured hybrid system.

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Project Information (continued)

Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics)
All Union City.
Service - Describe the service you provide and how the project plays into your overall operations plan.
This is Union City Transit & Paratransit's demand response service that complements the fixed-route service.
Service - Describe the fare structure for your system and how the project will affect that structure if at all.
N/A
Costs - Describe the assumptions and process for how the projects costs were developed.
Costs are estimated based on current large open-market competitively bid procurements by other public entities.
Environmental Justice - Explain how your agency designed the project to avoid substantial burden on <i>any</i> low income disadvantaged community.
N/A. This service enters all communities in Union City.
Planning - Explain the planning process this project went through, including any public outreach/input, or workshops.
N/A

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Funding Information

Project Name:	Convert new cutaway vans from gasoline to gasoline hybrid
Project Location:	Union City, Alameda

<i>LCTOP Allocation Year</i>	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
PUC 99313 Amount:		\$33,064	\$33,064	\$33,064	\$33,064	\$132,256
PUC 99314 Amount:		\$3,885	\$3,885	\$3,885	\$3,885	\$15,540
Total LCTOP Funds:	\$0	\$36,949	\$36,949	\$36,949	\$36,949	\$147,796
Other GGR Funds:						\$0
Other Funds:					\$1,208,300	\$1,208,300
Total Project Cost:	\$0	\$36,949	\$36,949	\$36,949	\$1,245,249	\$1,356,096

Is the Lead Agency rolling over LCTOP funds:	Yes	How many years will the funds be rolled over:	4
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Lead Agency:	City of Union City - Union City Transit	Amount:	PUC Funds Type:
Contact Person:	Wilson Lee	\$33,064	99313
Contact Phone #:	510.675.5409	\$3,885	99314
Contact E-mail:	wlee@unioncity.org		

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

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Total FY 16-17 LCTOP Funding

\$36,949

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
Without LCTOP funds this project would not be possible.

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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. This project will allow Union City Transit & Paratransit vans to pick up customers in neighborhoods with reduced GHG emissions during idling and at reduced speeds. A hybrid system will also reduce the amount of noise pollution the vehicles make in a neighborhood during idling, wheelchair lift use, and at reduced speeds.		
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.	2019	Year vehicles are procured and modified
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2026	Year vehicles are eligible for replacement
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	22,292	Ridership is expected to increase about 1.0% annually based on population and ridership projections approved in the last short range transit plan. FY 15-16 ridership for the service was 20,285. The new vehicles will replace 100% of this service's
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	23,900	Ridership is expected to increase about 1.0% annually based on population and ridership projections approved in the last short range transit plan. FY 15-16 ridership for the service was 20,285. The new vehicles will replace 100% of this service's
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	Using the default for local bus service.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles).	4.20	FY15-16 average passenger trip length is 4.2 miles as derived from values reported in the National Transit Database (NTD).
Total Project VMTs Reduced	339,511	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	11.54	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	11.54	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).

As the population becomes more environmentally conscious, the expectation is that these vehicles that appear on every street and in every neighborhood of Union City will become environmental ambassadors for transit because they are a familiar sight.

Co-Benefits - Check all additional Benefits/Outcomes.

<input 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 checked="" type="checkbox"/> Reduced Operating/Maintenance Costs	<input type="checkbox"/> Promotes Active Transportation
<input checked="" type="checkbox"/> Increase System Reliability	<input type="checkbox"/> Promotes Integration w/ other modes of Transportation
<input type="checkbox"/> Other Benefits	

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

New vehicles will decrease operating/maintenance cost as new vehicles have a lower cost to maintain.

New vehicles will increase system reliability as new vehicle have a lower rate of break down.

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Disadvantaged Communities (DAC) Benefits

Does your Service Area have a Disadvantaged Community?	No	If you answer "No" to either of these questions, please move onto the Allocation Section on page 7.
Does the Project Benefit a DAC?	No	
Identify the DAC Census Tract Project Benefits:		
Identify the Specific DAC Benefit Criteria (for more information please review DAC Criteria tab):		
DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.		
Identify the Specific DAC Need Project Addresses (for more information please review DAC Need tab):		
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.		
Low-Income Communities - Explain, in your own words, how the project will benefit low-income residents.		
Total Greenhouse Gas Reduction Funds Allocated to DAC:		\$



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Allocation

Regional Entity: MTC	
Lead Agency: City of Union City - Union City Transit	County: Alameda
Project Title: Convert new cutaway vans from gasoline to gasoline hybrid	

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:	Mintze Cheng
Title:	Public Works Director
Lead Agency:	City of Union City - Union City Transit

Signature:

Date:

PUC Funds Type:	99313
PUC Funds Type:	99314

Amount:	\$33,064
Amount:	\$3,885

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
PUC Funds Type:	99314

Amount:	
Amount:	