

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Long Beach Public Transportation Company (Long Beach Transit, LBT)
Project Name:	Long Beach Transit Bus Stop Improvement Project
Project Type: <i>See Attachment A</i>	B3: Upgrade transit stops/stations to support active transportation and encourages ridership
Description of Project (Short):	LBT is seeking funding assistance in the amount of \$512,738 to upgrade between 15 and 20 bus stops in the LBT service area, including within designated disadvantaged communities that are in greatest need of improvement based on the high volume of boardings and alightings and LBT's asset condition assessment. The new amenities will include a mix of shelters, benches, security lighting, signage and maps, trash cans and improved pedestrian access.
Project Location:	Various: See attached map for specific bus stop improvement locations
Project Start Date (anticipated):	7/1/2016
Project End Date (anticipated):	6/30/2018

Funding Information:

Funding Year:	FY 15-16
Requested Amount of PUC 99313:	N/A
Requested Amount of PUC 99314:	\$512,738
Total LCTOP Funding:	\$512,738
Total Project Cost:	\$962,800

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	20382.32
Project Life:	10 years
Estimated Total GHG Reduction:	0.0398

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	5734.02, 5751.02, 3059.02, 5440.02, 5720.01, 5734.02, 5715.02, 5727, 5762
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 2G: Project improves transit stations or stops that are accessible by walking within ½ mile of a disadvantaged community, to increase safety and comfort.
Qualitative Description of DAC Benefit?	The proposed project will provide safety and comfort improvements within LBT's service area, including within specified Disadvantaged Communities (DAC). Specifically, key bus stops within or within ½ mile of DACs will be provided with a mix of shelters, seating, lighting, signage, information and pedestrian improvements. The amenities are either replacing old, insufficient equipment or will be added to the bus stop where none has previously existed. These improvements will encourage transit as a viable option for customers within or traveling to DAC's within LBT's service area.

Describe the DAC Need Project Addresses?	<p>The proposed Project improvements will specifically benefit DACs within LBT's service area. The characteristics of identified disadvantaged communities are based on geographic, socioeconomic, public health, and environmental hazard criteria, resulting in communities that are disproportionately affected by multiple types of pollution and areas with vulnerable populations. Not coincidentally these areas are the most heavily utilized in terms of transit service, and the bus stops within these areas are considered to be critical in terms of ridership and transfer opportunities. Providing additional shelter, lighting, and improved access to these bus stops will not only aid in the comfort and safety for existing transit customers, but will also make transit a more attractive, safe option for potential customers wishing to travel from or to these areas.</p>
Total GGRF \$ Allocated to DAC	\$512,738

Co-benefit

Critical Air Pollution Reduction:	Accomplished through the mode shift from single occupancy vehicle (SOV) to transit, which is made safer and more comfortable as a result of bus stop improvements
VMT Reduction:	Accomplished by SOV travelers choosing to utilize transit and leaving their cars at home. Transit is made a safer and more comfortable experience as a result of bus stop improvements.
Ridership Increase	Accomplished by an increase in the number of customers using LBT services as a result of Project improvements. Increase at the end of the 10-year life of the project is estimated to be approximately 1.5 percent.
Fuel Use Reduction:	N/A
Energy Use Reduction:	N/A

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

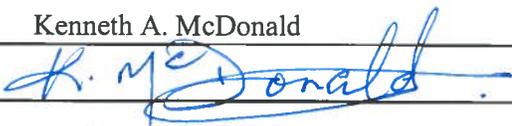
Regional Entity:	
Project Lead: Long Beach Public Transportation Company (Long Beach Transit, LBT)	County: Los Angeles
Project Title: Long Beach Transit Bus Stop Improvement Project	

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.

Name: Kenneth A. McDonald

Signature: 

Title: President and Chief Executive Officer

Agency: Long Beach Public Transportation Company (Long Beach Transit, LBT)

Date: _____ **Amount:** \$512,738

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.**

Name: N/A

Signature: _____

Title: _____

Agency: _____

Date: _____ **Amount:** _____

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$0	\$0	\$0
Request Amount per PUC 99314:	\$512,738	\$0	\$0
Total Project Allocation Request:	\$512,738	\$0	\$0
Project Title:	Long Beach Transit Bus Stop Improvement Project		
Project Location/Address:	Various		

Table 1: Project Lead Information

<p>Agency Name: Long Beach Public Transportation Company (Long Beach Transit, LBT)</p> <p>Contact Person: Dana Pynn</p> <p>Contact Phone #: (562) 599-8571</p> <p>Email Address: dpynn@lbtransit.com</p> <p>Address: 1963 E. Anaheim Street Long Beach, CA 90813</p>	<p style="text-align: center;">Legislative District Numbers</p> <p>Assembly: 57, 58, 63, 64, 70, 72</p> <p>Senate: 32, 33, 34, 35</p> <p>Congressional: 38, 40, 44, 47, 48</p> <p>Amount: \$ 512,738</p> <p>PUC Funds Type: 99314</p>
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Table 2: Contributing Sponsor Information

Name: _____	Amount :	PUC Fund Type:
Contact: _____	\$ _____	
Contact Phone #: _____	\$ _____	
Email Address: _____		
Address: _____		
Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
TOTAL \$512,738		

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

Low Carbon Transit Operations Program (LCTOP)

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	
	A1		Ai
	A2		Aii
	A3		Aiii
	A4		Aiv
	A5		
			B1
			B2
		X	B3
			B4
			Bi
			Bii
			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.

LBT has over 28 million annual boardings, or about 90,000 each weekday. LBT also has nearly 2,000 bus stops within its over 100-square mile service area covering 13 cities in southeast Los Angeles County and northwest Orange County. LBT connects with a number of transit systems within our service area, providing the critical infrastructure to allow customers to comfortably wait for their next bus, obtain information, and make transfers to other regional transit systems.

LBT is seeking funding assistance through the LCTOP to upgrade between 15 and 20 bus stops that are in greatest need of improvement based on the high volume of boardings and alightings, and amenities in great need of replacement and/or enhancement. New amenities will include shelters, benches, security lighting, signage and maps, trash cans and improved pedestrian access. With such a high volume of bus stops, and because practically and financially we are unable to upgrade them simultaneously, LBT has taken a more targeted approach. LBT recently completed a comprehensive bus stop asset condition assessment. Staff reviewed each stop in LBT's service area to catalog the condition of each asset at the bus stop, including shelters, benches, lighting, artwork, signage and the condition of pedestrian access. LBT staff now has an important tool to direct very limited resources to the stops most in need of an upgrade. LBT has paired this information with the service details of our transit system, which includes identifying stops with the highest ridership, demographics including disadvantaged communities, significant transfer points, proximity to major destinations, and input from our customers, LBT's bus operators and staff. Using this information, LBT has identified and prioritized 26 bus stops in need of immediate attention. LBT has been able to assemble a package of funding to accomplish a portion of these upgrades, which includes a mix of federal and local funding available to LBT, in addition to the LCTOP Greenhouse Gas Investment Funds.

In making transit more convenient, safe and comfortable, and ensuring it reliably connects to other transit systems and modes, it becomes an attractive choice for individuals and their daily needs. Upgrading bus stop equipment helps make transit a viable option for travel, contributing to the reduction of automobile usage, and thus greenhouse gas emissions. Improvements to sidewalks and lighting at the Project locations enhance the pedestrian environment, creating walkable neighborhoods. Investment in bus stops increases the visibility of transit, and encourages traveling by a variety of modes, as they LBT transit system provides a convenient connection between modes.

It is LBT's overall goal to increase ridership using cost effective and efficient means enhancing the experience of the customer. LBT anticipates a conservative increase in ridership over the course of the life of the Project. As improvements are made to bus stops through the Project, LBT hopes to increase the ridership of its entire system. As ridership increases, we see improvements to the environment through the lowering of greenhouse gas emissions from regular auto traffic, and a reduction in transportation costs of customers willing to use low cost modes to travel to their desired destinations.

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>.

LBT's 100-square-mile service area is generally bounded by the Glenn Anderson Freeway (I-105) to the north; the San Gabriel River Freeway (I-605) and the Orange County boundary line to the east; the Pacific Ocean to the south; and the Long Beach Freeway (I-710) and the Terminal Island Freeway (CA-47) to the west.

In addition to the City of Long Beach, the neighboring communities served by LBT are: Artesia, Bellflower, Carson, Cerritos, Compton, Hawaiian Gardens, Lakewood, Los Alamitos, Norwalk, Paramount, Seal Beach and Signal Hill. Attached is a map of the LBT service area and designated DACs, overlaid with proposed bus stop upgrade locations. Also provided is a proposed list of bus stop upgrade locations, including stops that may be considered if the budget allows. Also depicted are census tracts, connecting bus routes, estimated costs per site, and whether the bus stop is in a DAC or within 1/2 mile of a DAC.

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

The improvements made as a result of the Project may be averaged at a useful life of approximately

Capital: 10 years.

Operations: N/A

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 proposed Project will reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions by replacing auto trips with transit trips. The proposed upgrades to the infrastructure and amenities at the selected bus stops will increase the viability of transit service, and encourage new customers to use transit over SOV. By providing improved shelter and seating, improved lighting and signage, customers will find transit a more attractive option to access DACs or travel from those bus stop locations. Initial calculations based on the safety and comfort improvements proposed, as well as an analysis of population densities and trip generators along these routes, estimate an additional 1.5 percent increase over the 10-year useful life of the project.

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

LBT anticipates that the proposed Project will increase the use of transit, thus increasing the mode share, because utilization of the transit system becomes more attractive when improvements to bus stops are improved to enhance the safety, comfort and convenience for the customers. If customers feel a bus stop is not well-lit, or they regularly have to stand in the sun or rain while waiting for a bus, the likelihood they will choose to use transit is low. By making improvements to enhance these specific elements of a bus stop, the attractiveness of transit travel as a viable option increases, thus increasing the potential for increasing the mode share.

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

	1A		2A
	1B		2B
	1C		2C
	1D		

	1A
	1B
	1C
	1D
	1E
	1F

Transit Projects

	1G		2E
X	1H		2F
	2A	X	2G
	2B		2H
	2C		2I
	2D		

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.**

As previously stated, the proposed Project improvements will specifically benefit DACs within LBT's service area. The characteristics of identified DACs are based on geographic, socioeconomic, public health, and environmental hazard criteria, resulting in communities that are disproportionately affected by multiple types of pollution and areas with vulnerable populations. These areas are the most heavily utilized in terms of transit service, and the bus stops within these areas are considered to be critical in terms of ridership, transfer opportunities. Providing additional shelter, lighting, and improved access to these bus stops will not only aid in the comfort and safety for existing transit customers, but will also make transit a more attractive, safe option for potential customers wishing to travel from or to these areas.

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"/> Improved Public Health <input type="checkbox"/> Reduced Operating/Maintenance Cost <input type="checkbox"/> Increase System Reliability <input type="checkbox"/> Other Benefits (describe below)	<input type="checkbox"/> Coordination with Educational Institutions <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) <input checked="" type="checkbox"/> Promotes integration with other modes of transportation
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f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

In addition to the benefits described in the previous sections, the Project will also improve safety, and promote active transportation and integration with other modes of transportation. The selection of the Project bus stops was done in conjunction with information provided by law enforcement. This information includes an analysis of LBT's system as it relates to crime statistics. LBT is proposing to enhance lighting at selected bus stop to improve lighting at these specific locations. Improved lighting is a comfort to waiting customers and surrounding neighborhoods, as well as a deterrent for criminal activities. Improving bus stop locations and making transit a more viable option for the communities in which these improvements are being made, LBT is increasing the opportunities customers have to utilize a number of forms of other modes of transportation, including active transportation. The proposed Project enhancements will promote other modes of transportation, such as bicycling. LBT buses are equipped with three-position bike racks which will allow existing and potential customers to complete their trips using their bicycles, which they will be able to transport using LBT service.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	10/1/2017
End Construction Phase (Contract Acceptance)	12/1/2018
Begin Vehicle/Equipment Order (Contract Award)	N/A
End Vehicle/Equipment Order (Contract Acceptance)	N/A
Begin Closeout Phase	1/1/2019
End Closeout Phase	7/1/2019

Operations Projects	
Begin expanded/enhanced transit services	N/A
End expanded/enhanced transit services	N/A
Begin Closeout Phase	N/A
End Closeout Phase	N/A

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.

N/A

b) Describe the fare structure for this system.

N/A

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

N/A

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

N/A



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) Dana Pynn	Phone: 562-599-8571	Date: 1/16/16
Approval Authority: Sign and date	Typed name and phone number: Kenneth A. McDonald, CEO (562) 599-_____	

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								
Component	Prior	FY 16	FY	FY	FY	FY	FY	Project Total
PA&ED	0	450,062	0	0	0	0	0	450,062
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	512,738	0	0	0	0	0	512,738
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	0	0	0	0	0	0	0
TOTAL	0	962,800	0	0	0	0	0	962,800

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON		512,738						512,738
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	512,738	0	0	0	0	0	512,738

Funding Source: Federal Transit Administration - Sec. 5307								
Component	Prior	FY 16	FY	FY	FY	FY	FY	Total
PA&ED		360,000						360,000
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	360,000	0	0	0	0	0	360,000

Funding Source: LA County Proposition C Sales Tax - MOSIP								
Component	Prior	FY 16	FY	FY	FY	FY	FY	Total
PA&ED		90,062						90,062
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	90,062	0	0	0	0	0	90,062

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



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

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

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

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

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

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

SUBJECT

Low Carbon Transit Operations Program Authorizing Resolutions

RECOMMENDED ACTION

To adopt two resolutions to enable Long Beach Transit (LBT) to receive funding under the Low Carbon Transit Operations Program (LCTOP):

- 1) A resolution authorizing the President and CEO to execute the Certifications and Assurances and Authorized Agent Forms along with all subsequent documents for the FY 2015-16 State LCTOP*
- 2) A resolution authorizing the execution of the Long Beach Transit Bus Stop Improvement Project with \$512,738 provided under LCTOP*

BACKGROUND

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 in Senate Bill 862. The program is designed to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority of serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program. For FY 2014-15, LBT is eligible to receive \$512,738 under this program.

To complete the application process and receive the funds, LBT is required to submit a resolution authorizing the President and CEO or his designee to act on behalf of the Board of Directors and LBT for the purposes of this program. A resolution is also required to approve the project and project request under LCTOP.

PROJECT DESCRIPTION

LBT has over 28 million annual boardings, about 90,000 each weekday. LBT also has nearly 2,000 bus stops within its 100 square-mile service area covering 13 cities in southeast Los Angeles County and northwest Orange County. LBT connects with a number of transit systems within its service area, providing the critical infrastructure to allow customers to comfortably wait for their next bus, obtain information, and make transfers to other transit systems.

The Long Beach Transit Bus Stop Improvement Project is seeking funding assistance through LCTOP in the amount of \$512,738 to upgrade between 15 and 20 bus stops in the LBT service area, including within those areas designated as disadvantaged communities that are in greatest need of improvement based on the high volume of boardings and alightings and LBT's asset