



**FY 2017-2018 LCTOP
Allocation Request**

Lead Agency Information

Name:	Santa Barbara County Association of Governments		
Address:	260 North San Antonio Rd		
City, State Zip Code:	Santa Barbara CA 93110		
County:	Santa Barbara	Regional Entity:	Santa Barbara
Agency Website:	sbcag.org		
Approved Title VI (Date)*:			
Link to Agency's Approved Title VI Plan:	sbcag.org/documents.html		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY17-18 LCTOP Allocatio

Allocation Request Prepared by	
Name:	Scott Spaulding
Title:	Rail and Transit Manager
Phone #:	805-961-8900
E-mail:	sspaulding@sbcag.org

Contact (if different then "Prepared by")	
Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent	
Name:	Marjie Kirn
Title:	Executive Director
Phone #:	805-961-8900
E-mail	mkirn@sbcag.org

Legislative District Numbers						
Assembly*:	37					
Senate*:	19					
Congressional*:	24					

*if you have more Districts please provide an attachment

Project Summary

Name:	Peak Hour Rail Pass Subsidy Program					
Description (Short): <i>No more than 4 lines.</i>	Funds will be used to offer free and discounted Pacific Surfliner passes between Ventura and Santa Barbara counties to reduce congestion on US 101.					
Type:	Operations					
Sub-Type	Free or reduced fares					
Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:				
<i>If the Lead Agency is rolling over LCTOP funds in order to accumulate the need funds to complete the project leave the next question (Start Date) blank until the last year of rollover.</i>						
Start date (anticipated):		End date (anticipated):	6/30/2020			
General Area (City/County):	Ventura and Santa Barbara counties					
Specific Area (Lat-Long of the project in decimal degrees separated by a comma "," (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";"	34.16.55 x 119.17.53					
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:	2 years			
Funding:	99313:	\$138,222	99314:		Total:	\$138,222
Approved LONP:		LONP Approval date:				



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Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PUC 99313 Amount:		\$138,222					\$138,222
PUC 99314 Amount:		\$0					\$0
Total LCTOP Funds:	\$0	\$138,222	\$0	\$0	\$0	\$0	\$138,222
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$138,222	\$0	\$0	\$0	\$0	\$138,222

Lead Agency:	Santa Barbara County Association of Governmen	Amount:	PUC Funds Type:
Contact Person:	Scott Spaulding	\$138,223	99313
Contact Phone #:	805-961-8900		99314
Contact E-mail:	sspaulding@sbcag.org		

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:			

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

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

Total FY 17-18 LCTOP Funding \$138,222

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
No other funding will be used for this pass subsidy program.

Fully Funded Project - Provide a description of the status of all the funds to be used to completely fund this project.
No other funds will be used to subsidize passes



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Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$138,222	\$0	\$0	\$0	\$0	\$0	\$138,222
TOTAL	\$0	\$138,222	\$0	\$0	\$0	\$0	\$0	\$138,222

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other		\$138,222						\$138,222
TOTAL	\$0	\$138,222	\$0	\$0	\$0	\$0	\$0	\$138,222

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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



**FY 2017-2018 LCTOP
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Funding Plan

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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

Project/Agency Information

Project Description - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). *No more than 10 lines* .

LCTOP funds to be used to subsidize rail passes for commuters using new commute-hour rail service between Ventura and Santa Barbara counties.

Agency Service Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics). *No more than 10 lines*.

Ventura, Oxnard, Camarillo, Goleta, Carpinteria, and Santa Barbara

Agency Service - Describe the service you provide and how the project plays into your overall operations plan. *No more than 10 lines*.

NA

Agency Fare - Describe the fare structure for your system and how the project will affect that structure if at all.

Funds will be used to offer free and discounted fares. Pacific Surfliner fares vary by city pair, but SBCAG will be standardizing monthly and 10-Ride pass fares at the \$150 (monthly) and \$50 (10 Ride) levels for service between counties. This subsidy represents a 10-30% discount from the face value of the fares.

Project Information (continued)

Project Costs - Describe the assumptions and process for how the projects costs were developed. *No more than 10 lines.*

Ridership assumptions were based on 200/day (400 boardings), first year pass sales of 4,000, and an average pass fare discount of \$34.56

Project Planning - Explain the planning process this project went through, including any public outreach/input, or workshop

Peak hour rail service between Ventura and Santa Barbara counties has been planned for over 15 years, beginning with the adoption of the comprehensive SBCAG 101 in Motion plan in 2006 and the adoption of Santa Barbara County's Measure A program in 2008.

Environmental Justice - Explain how your agency designed the project to avoid substantial burden on *any* low income disadvantaged community.

Pass subsidy programs by their nature do not impact disadvantaged communities negatively; in fact, pass subsidy programs are designed to benefit disadvantaged communities.

Project GHG 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.

Funds will be used to subsidize rail pass fares, which will increase regional rail ridership.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanation/support for the data provided.

	Value	Explanation
Year 1 (Yr1) - <i>First year of service, or year that capital improvements will be completed.</i>	2018	
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2019	
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	100,000	Conservative estimate based on an initial sign up of 800 interested rail commuters, which if they all commuted on the new rail service would represent 400,000 annual riders.
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	100,000	
Adjustment (A) - <i>Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.</i>	0.83	
Trip Length (L) - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>	37.00	Average trip length based on analysis of those who signed up for free passes. City pairs include Oxnard-Goleta (48 mi), Oxnard-Santa Barbara (38 mi), Ventura-Goleta (36 mi), and Ventura-Santa Barbara (27 mi).
Project Useful Life	1	This is calculated based on the values above.
Total Project Ridership Increased	100,000	This is calculated based on the values above.
Total Project VMTs Reduced	3,071,000	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	1419.98	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	0.01027	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

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

Free and discounted rail passes will attract commuters currently driving to their work locations.

Co-Benefits - Check all additional Benefits/Outcomes.

Improved Safety

Improved Public Health

Reduced Operating/Maintenance Costs

Increase System Reliability

Other Benefits

Coordination with Educational Institution

College Grades K-12

Promotes Active Transportation

Promotes Integration w/ other modes

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

AB 1550 Populations Benefits

Does your Service Area have a Disadvantaged Community?	No
Does the Project Benefit a Disadvantaged Community?	No
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?	No
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household with in a 1/2 of a Disadvantaged Community?	No

Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :	
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Identify AB 1550 Criteria Table:	
Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):	
Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):	
Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):	

AB 1550 Community Need: Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.

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Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):	
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DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

Low-Income Community or Low-Income Household Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

Amount funds to benefit a DAC:	\$	0
Amount funds to benefit Low-Income Households & Residents:	\$	0
Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC:	\$	0



**California Air Resources Board
 Calculator Tool for the
 California Department of Transportation
 Low Carbon Transit Operations Program
 Greenhouse Gas Reduction Fund
 Fiscal Year 2017-18**

Project Name:	Peak Hour Rail Pass Subsidy Program	Contact Name:	Scott Spaulding
Lead Agency:	Santa Barbara County Association of Governments	Contact Phone #:	805-961-8900
Date Completed:		Contact Email:	sspaulding@sbcag.org
Project ID			

Auto-fill field; no input required		
Applicant must input, if required		Calculated field; no input required
Applicant must select from drop-down, if required;		Additional documentation required

Applicant must input required fields from top to bottom (i.e., first Project Type, then Region, etc.).
 Required fields and descriptions are dependent on the inputs selected or entered.
 User tips to provide clarification or suggested inputs may appear when input cells are selected.

Inputs	Required	Description
This section is used to determine the quantification method and emission factors to use to estimate emissions.		
Project Type	Free or reduced fares	
Quantification Method	Increased Ridership	Automated Emission Estimates = Emission Reductions from Displaced Autos
Region	County	Yes The region that best encompass the geographic location for the proposed project type.
Subregion	Santa Barbara	Yes The county where the majority of the service occurs.
Year 1 (Yr1)	2018	Yes The first year of operation for the new expanded/enhanced service - funded by FY 2017-18 LCTOP funds.
Year F (YrF)	2019	Yes The final year of operation for the new expanded//enhanced service - funded by FY 2017-18 LCTOP funds.
Quantification Period	1	Calculated The number of years the service is funded by FY 2017-18 LCTOP funds.
This section is used to estimate the emission reductions from displaced auto vehicle miles traveled (VMT).		
Service Type	Heavy Rail	Yes The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the the proposed project. For projects that support multiple services, select Multi-modal.
Yr1 Ridership	100,000	Yes The increase in annual unlinked passenger trips directly associated with the proposed project in the first year.
YrF Ridership	100,000	Yes The increase in annual unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same value should be input for Yr1 and YrF.
Adjustment Factor (A)	0.83	Yes Discount factor applied to annual ridership to account for transit-dependent riders. Use: documented project specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (L)	37.00	Yes Annual passenger-miles over unlinked trips directly associated with the proposed project.
GHG Emission Reductions	1,419.98	Calculated The estimated GHG emission reductions in metric ton (MT) of carbon dioxide equivalent (CO2e) from displaced auto VMT from the proposed project.
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).		
Vehicle Type	Heavy Rail	No Not applicable for this project type.
Hybrid Vehicle		No Not applicable for this vehicle type.
Fuel/Energy Type		No Not applicable for this project type.
Project Specific Emission Factor		No Not applicable for this service type.
Model Year		No Not applicable for this vehicle type.
Annual VMT		No The estimated annual VMT of the vehicle to be acquired (e.g., 72,000). Applicants may alternatively use Annual Fuel.
Annual Fuel/Energy		No Not applicable for this project type.
GHG Emissions	Not Applicable	Calculated Not applicable for this project type.
This section is used to estimate the net emission reductions from vehicle replacement or fuel/energy reductions as a result of the proposed project.		



California Air Resources Board
Calculator Tool for the
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Low Carbon Transit Operations Program
Greenhouse Gas Reduction Fund
Fiscal Year 2017-18

Additional GHG Reductions	Not Applicable	Optional	Select Not Applicable unless an existing vehicle will be replaced or additional fuel/energy savings may be realized.
Vehicle Type		No	Not applicable for this project type.
Fuel/Energy Type		No	Not applicable for this project type.
Model Year		No	Not applicable for this project type.
Annual VMT		No	Not applicable for this project type.
Annual Fuel/Energy		No	Not applicable for this project type.
GHG Reductions	Not Applicable	Calculated	Not applicable for this project type.
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
FY 2017-18 LCTOP GGRF Funds Requested	\$138,222.00	Yes	The amount of FY 2017-18 LCTOP dollars the applicant is requesting from Caltrans per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$138,222.00	Yes	The amount equal to FY 2017-18 LCTOP Funds Requested plus all LCTOP dollars from Caltrans that have previously been awarded to the same project and any future LCTOP dollars that the project plans to apply for. If no other LCTOP funds have been requested, the Total LCTOP GGRF Funds Requested will be the same amount as the FY 2017-18 LCTOP Funds Requested.
Total GGRF Funds Requested	\$138,222.00	Yes	The amount equal to the Total LCTOP Funds Requested plus all GGRF dollars that have previously been awarded to the same project and any other GGRF dollars that the project has or plans to apply for. If no other GGRF funds have been requested, the Total GGRF Funds Requested will be the same amount as the Total LCTOP GGRF Funds Requested.
This section calculates the greenhouse gas (GHG) emission reductions achieved by the proposed project.			
Total Project GHG Reductions	1,420	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP Project GHG Reductions	1,420	Calculated	This is the portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.



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Greenhouse Gas Reduction Fund
Fiscal Year 2017-18

Project Name:	Peak Hour Rail Pass Subsidy P	Contact Name:	Scott Spaulding
Lead Agency:	Santa Barbara County Associa	Contact Phone #:	805-961-8900
Date Completed:		Contact Email:	sspaulding@sbcag.org
Project ID			

Display fields only; no inputs required

	Results	Description
GHG Emission Reduction Start Date (Year)	2018	The first year the proposed LCTOP project will achieve GHG emission reductions.
Total GHG Emission Reductions (MTCO₂e)	1,420	Total GHG emission reductions (MTCO ₂ e) from the proposed project during the quantification period.
Total GHG Emission Reductions /Total GGRF Funds Requested (MTCO₂e/\$)	0.0103	The metric to be reported in the application.
LCTOP GHG Emission Reductions (MTCO₂e)	1,420	This is the portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.
LCTOP GHG Emission Reductions /Total LCTOP GGRF Funds Requested (MTCO₂e/\$)	0.0103	The metric to be reported in the application.



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Project Name:	Peak Hour Rail Pass Subsidy Program	Contact Name:	Scott Spaulding
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Date Completed:		Contact Email:	sspaulding@sbcag.org
Project ID			

Display fields only; no inputs required

		Total CCI	Results
Key Variables	Passenger VMT Reductions (miles)		
	Fossil Fuel Use Reductions	N/A	
	Renewable Energy Generated (kWh)	N/A	
	Fossil Fuel Energy Use Reductions (kWh)	N/A	
Co-Benefits	ROG Emission Reductions (lbs)	192	
	NO _x Emission Reductions (lbs)	1,060	
	PM _{2.5} Emission Reductions (lbs)	11	
	Diesel PM Emission Reductions (lbs)	100	
		LCTOP	Results
Key Variables	Passenger VMT Reductions (miles)		
	Fossil Fuel Use Reductions	N/A	
	Renewable Energy Generation (kWh);	N/A	
	Fossil Fuel Energy Use Reductions (kWh)	N/A	
Co-Benefits	ROG Emission Reductions (lbs)	192	
	NO _x Emission Reductions (lbs)	1,060	
	PM _{2.5} Emission Reductions (lbs)	11	
	Diesel PM Emission Reductions (lbs)	100	
		Additional CCI Program	Results
Key Variables	Passenger VMT Reductions (miles)		N/A
	Fossil Fuel Use Reductions	N/A	
	Renewable Energy Generated (kWh)	N/A	
	Fossil Fuel Energy Use Reductions (kWh)	N/A	
Co-Benefits	ROG Emission Reductions (lbs)		N/A
	NO _x Emission Reductions (lbs)		N/A
	PM _{2.5} Emission Reductions (lbs)		N/A
	Diesel PM Emission Reductions (lbs)		N/A