

Lead Agency Information

Name:	Santa Barbara County Association of Governments		
Address:	260 North San Antonio Rd		
City, State Zip Code:	Santa Barbara CA 93105		
County:	Santa Barbara County		
Regional Entity:	Santa Barbara County Association of Governments		
Agency Website:	sbcag.org		
Approved Title VI (Date):	1/1/2021		
Link to Agency's Approved Title VI Plan:	sbcag.org/documents		

Allocation Request Prepared by	
Name:	Scott Spaulding
Title:	Director of Rail and Transit Programs
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*:	35					
Senate*:	19					
Congressional*:	24					

*if you have more Districts, please provide an attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Santa Barbara County/SBCAG EVSE/Microgrid Resiliency and GHG Reduction Partnership		
Description (Short): <i>No more than 370 characters.</i>	Installation of Level 3 EVSE to charge SBCAG Clean Air Express commuter bus and input switchgear to allow bus battery to augment Santa Barbara County Bettervia Government Center microgrid during planned and unplanned power disruptions to maintain critical county operations.		
Type:	Capital		
Sub-Type	Purchase replacement zero-emission vehicle(s) (may include equipment/infrastructure)		
Total Years of Rollover:		Remaining years of Rollover:	
Start date (anticipated):	07/01/21	End date (anticipated):	12/31/21
General Area (City/County):	Santa Maria CA		

Please provide specific area information for the project in the Lat-Lon tab.

Identify the Project Census Tract(s) (10-digit identification code):			
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:	30 years		Operations:
Funding:	99313: \$50,000	99314:	Total: \$50,000
Approved LONP:	No		LONP Approval date:

LCTOP FY 2020-2021
Allocation Request

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PUC 99313 Amount:		\$50,000					\$50,000
PUC 99314 Amount:		\$0					\$0
Total LCTOP Funds:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Lead Agency:	Santa Barbara County Association of Government	Amount:	PUC Funds Type:
Contact Person:	Scott Spaulding		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:			

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

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

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

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

Total FY 19-20 LCTOP Funding \$0

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
There are no other funding sources for this project, so this funds will not supplant other funding

Fully Funded Project - Provide a description of the status of all the funds to be used to completely fund this project.
The funding is sufficient to complete the project, no other funds will be used

LCTOP FY 2020-2021
Allocation Request

Funding Plan

Proposed Total Project Cost

Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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	\$50,000	\$0	\$0	\$0	\$50,000
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Low Carbon Transit Operations Program (LCTOP)

Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON				\$50,000				\$50,000
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Funding Source:

Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 Plan

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 Information

1) 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 12 lines*.

The project is limited to installing a level 3 EVSE to support zero emission long distance commuter bus service operated by SBCAG between Santa Maria and Goleta/Santa Barbara. Santa Barbara County is constructing a microgrid at the County Government Center in Santa Maria, and the project includes installation of a 80kw charger, trenching, fencing, and an input switch to allow the bus to augment the microgrid's 800kwh battery, expanding capacity by up to 50%.

2) Project Planning - Explain the planning process this project went through and how it was designed/Planned to avoid substantial burden on any low income disadvantage community (*include any public outreach/input, or workshops*). *No More than 12 lines*.

The County's government center was developed more than 30 years ago and is located near major commercial areas. The purpose of the County's microgrid project is to be able to continue health and social service operations serving low income populations during power disruption events.

3) Project Costs - Describe how the project costs were developed and provide an itemized cost breakdown. *No more than 10 lines*.

EVSE: \$14,000
Trenching: \$15,000
Fencing: \$12,000
Contingency: \$9,000

Agency Information

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

\$7 cash fare, \$50 ten ride pass, \$150 monthly pass; project will not affect fares

5) Agency Service Area - Describe the agency's service area including the city, town, or community (rural, suburban, urban & demographics). *No more than 10 lines.*

The Clean Air Express operates 26 one way trips each weekday. Trips originate in Lompoc, Santa Maria, and Solvang, and serve commuters traveling to their jobs in Goleta and Santa Barbara.

6) Agency Service - Describe the transit service provided and how the project plays into the overall operations. *No more than 10 lines.*

The Clean Air Express operates 26 one way trips each weekday. Trips originate in Lompoc, Santa Maria, and Solvang, and serve commuters traveling to their jobs in Goleta and Santa Barbara. Installing a charger in Santa Maria will support the initiation of zero-emission intercity bus service, which may be the first in the nation.

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.*

Replacing a diesel bus with a battery-powered zero emission bus directly reduces GHG emissions.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2021	
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2040	
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	12,600	
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	13,000	
Adjustment (A) - Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.	0.91	
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.	72.00	
Project Useful Life	19	This is calculated based on the values above.
Total Project Ridership Increased	243,200	This is calculated based on the values above.
Total Project VMTs Reduced	15,934,464	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	1549.32	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Project GHG Emission Reductions (MTCO_{2e})	1549.32087	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

Job Support Benefits (Refer to Read Me for more information or CARB Co-Benefits website)

Primary Project Activity (select from drop down)	Construction or installation of transit or rail infrastructure or s
% of Project Budget Associated with Primary Activity	75%
Other Project Activity (select from drop down)	Procurement of alternative fueling equipment
% of Project Budget Associated with Other Activity	25%
Other Project Activity (select from drop down)	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

	Value	Explanation
Standard Fare Cost for Project (\$/Trip) (Average fare associated with the project)	\$5.00	
Reduced Fare Cost (\$/Trip) (Average fare after reduction associated with the project)		
Transit Facility Parking Cost (\$/Trip) (Average cost to park to use transit associated with project)		
Avoided Parking Cost (\$/Trip) (Average avoided parking cost associate with project)		
Avoided Toll Cost (\$/Trip) (Average avoided toll cost associated with project)		

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

This project will not increase mode share, it is a bus replacement.

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|---|---|
| <input checked="" 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 |

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

Zero emission bus service increases system reliability, reduces operating costs, and improves public health

Priority Populations Benefits

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	No
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No
Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): *See Read Me pg 23 for more information	Low

Please provide the amount of FY 19-20 LCTOP Funds benefiting Priority Populations: (Total should not exceed total FY 19-20 LCTOP project funding)	
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

Priority Population Community Need: Select the method your agency used for identifying an important community or household need.(For more information please review Read Me):	D. Where direct engagement is infeasible, refer to the list of common needs for disadvantaged communities in CARB’s Funding Guidelines Table 2-2 and select a project that addresses a listed need.
Priority Population Community Need: Identify the specific Common Needs of Priority Populations (if you select letter D. in question above):	ENV 2 Prioritize zero-emission vehicle projects for areas with high diesel air pollution.

Priority Populations Community Need: Based on selection above, describe, in your own words the method your agency used to identified an important community need(s), including the levels of community engagement.

Priority Population Benefit: Select the benefit your project provides to the community or household.	F. Project creates or improves infrastructure or equipment that reduces criteria air pollutant or toxic air contaminant emissions on regular scheduled routes that are primarily within a disadvantaged or low-income community (e.g., rail electrification, zero-emission bus);
---	--

Priority Population Benefit: DAC Benefit - Based on the selection above, explain in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

Priority Population Benefit: Low-Income Community or Low-Income Household Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

Priority Population Benefit: Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

SB 1119 Project Criteria: *See Read Me for more information.*

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	No
Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?	Yes
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No

SB 1119 Project Criteria: Explain how your new or expanded transit service connects to transit service serving a Disadvantaged Community.

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 County		
Regional Entity:	Santa Barbara County Association of Governments		
Agency Website:	sbcag.org		
Approved Title VI (Date):			
Link to Agency's Approved Title VI Plan:	www.sbcag.org/documents.html		

Allocation Request Prepared by	
Name:	Scott Spaulding
Title:	Rail/Transit Program Director
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*:	35					
Senate*:	19					
Congressional*:	24					

*if you have more Districts, please provide an attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Clean Air Express Free Pass Program					
Description (Short): <i>No more than 370 characters.</i>	Free Clean Air Express pass for long distance commuters in Santa Barbara County					
Type:	Operations					
Sub-Type	Free or reduced fares					
Total Years of Rollover:		1	Remaining years of Rollover:		1	
Start date (anticipated):	07/01/21		End date (anticipated):	06/30/22		
General Area (City/County):	Santa Barbara County					

Please provide specific area information for the project in the Lat-Lon tab.

Identify the Project Census Tract(s) (10-digit identification code):						
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:	one year		
Funding:	99313:	\$0	99314:	\$11,642	Total:	\$11,642
Approved LONP:	No		LONP Approval date:			

LCTOP FY 2019-2020
Allocation Request

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PUC 99313 Amount:		\$0					\$0
PUC 99314 Amount:	\$14,768	\$11,642					\$26,410
Total LCTOP Funds:	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410

Lead Agency:	Santa Barbara County Association of Government	Amount:	PUC Funds Type:
Contact Person:	Scott Spaulding	\$100,000	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:			

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

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

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

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

Total FY 19-20 LCTOP Funding **\$100,000**

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
SBCAG will utilize LCTOP funding exclusively to offer free Clean Air Express passes. No other funding sources currently support these actions. Therefore LCTOP funds will not supplant other funding sources.

Fully Funded Project - Provide a description of the status of all the funds to be used to completely fund this project.
There are no other funding sources for this project

LCTOP FY 2019-2020
Allocation Request

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410
TOTAL	\$0	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other	\$0	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410
TOTAL	\$0	\$14,768	\$11,642	\$0	\$0	\$0	\$0	\$26,410

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 Plan

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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 Information

1) 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 12 lines*.

Funds will be used to offer free 10 Ride and Monthly pass fares for new customers of the Clean Air Express commuter bus service. Average one way trip distance is 58 miles.

2) Project Planning - Explain the planning process this project went through and how it was designed/Planned to avoid substantial burden on any low income disadvantage community (*include any public outreach/input, or workshops*). *No More than 12 lines*.

Offering free passes to potential customers is an effective method to encourage new users to try the service and build long term behavior patterns.

3) Project Costs - Describe how the project costs were developed and provide an itemized cost breakdown. *No more than 10 lines*.

Pass subsidy programs are implemented until funds are exhausted.

Agency Information

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

Current Clean Air Express passes are \$50 for a 10-Ride pass and \$150 for a monthly pass. Offering free passes will not affect the existing fare structure.

5) Agency Service Area - Describe the agency's service area including the city, town, or community (rural, suburban, urban & demographics). *No more than 10 lines.*

The Clean Air Express operates 26 one way trips each weekday. Trips originate in Lompoc, Santa Maria, and Solvang, and serve commuters traveling to their jobs in Goleta and Santa Barbara.

6) Agency Service - Describe the transit service provided and how the project plays into the overall operations. *No more than 10 lines.*

The Clean Air Express operates 26 one way trips each weekday. Trips originate in Lompoc, Santa Maria, and Solvang, and serve commuters traveling to their jobs in Goleta and Santa Barbara. Attracting new customers will increase GHG reduction and VMTs, as well as reduce the operating subsidy.

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.*

Attracting new customers through free pass promotions will lower GHG emissions and VMTs in Santa Barbara County.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2021	
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2022	
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	2,000	
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	2,000	
Adjustment (A) - Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.	0.90	
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.	58.00	
Project Useful Life	1	This is calculated based on the values above.
Total Project Ridership Increased	2,000	This is calculated based on the values above.
Total Project VMTs Reduced	104,400	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	43.71	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Project GHG Emission Reductions (MTCO_{2e})	43.71339	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

Job Support Benefits (Refer to Read Me for more information or CARB Co-Benefits website)

Primary Project Activity (select from drop down)	
% of Project Budget Associated with Primary Activity	
Other Project Activity (select from drop down)	
% of Project Budget Associated with Other Activity	
Other Project Activity (select from drop down)	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

	Value	Explanation
Standard Fare Cost for Project (\$/Trip) (Average fare associated with the project)		
Reduced Fare Cost (\$/Trip) (Average fare after reduction associated with the project)		
Transit Facility Parking Cost (\$/Trip) (Average cost to park to use transit associated with project)		
Avoided Parking Cost (\$/Trip) (Average avoided parking cost associate with project)		
Avoided Toll Cost (\$/Trip) (Average avoided toll cost associated with project)		

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

Free passes attracts new customers.

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Improved Safety | <input checked="" type="checkbox"/> Coordination with Educational Institution |
| <input checked="" type="checkbox"/> Improved Public Health | <input checked="" type="checkbox"/> College <input type="checkbox"/> Grades K-12 |
| <input checked="" type="checkbox"/> Reduced Operating/Maintenance Costs | <input checked="" type="checkbox"/> Promotes Active Transportation |
| <input type="checkbox"/> Increase System Reliability | <input checked="" type="checkbox"/> Promotes Integration w/ other modes |

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

Priority Populations Benefits

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No
Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): * <i>See Read Me pg 23 for more information</i>	Low

Please provide the amount of FY 19-20 LCTOP Funds benefiting Priority Populations: (Total should not exceed total FY 19-20 LCTOP project funding)	
Amount funds to benefit a DAC: \$	0
Amount funds to benefit Low-Income Households & Residents: \$	14,768
Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$	14,768

Priority Population Community Need: Select the method your agency used for identifying an important community or household need.(For more information please review Read Me):	
Priority Population Community Need: Identify the specific Common Needs of Priority Populations (if you select letter D. in question above):	

Priority Populations Community Need: Based on selection above, describe, in your own words the method your agency used to identified an important community need(s), including the levels of community engagement.

Priority Population Benefit: Select the benefit your project provides to the community or household.	B. Project provides transit incentives to residents of a disadvantaged or low-income community or a low-income household (e.g., transit vouchers, reduced transit fares, transit passes);
---	---

Priority Population Benefit: DAC Benefit - Based on the selection above, explain in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

Priority Population Benefit: Low-Income Community or Low-Income Household Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

Long distance commuter bus services benefit all communities, including low income and low income household communities, by establishing a more cost effective way for individuals to commute to jobs that can be 30-60 miles from home. SBCAG is using LCTOP funds to offer new customers free passes so they can experience the service and realize the cost savings from commuting via bus rather than single occupant vehicle.

Priority Population Benefit: Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Based on selection above explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

SB 1119 Project Criteria: *See Read Me for more information.*

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	Yes
Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No

SB 1119 Project Criteria: Explain how your new or expanded transit service connects to transit service serving a Disadvantaged Community.