



Santa Barbara County

CHARGING FORWARD PROJECT

Advancing Clean Mobility for the Central Coast



Table of Contents

- 1. Cover Letter** 1

- 2. Project Narrative** 2
 - A. Project Summary Data 2
 - B. Project Costs 6
 - C. Eligibility 6
 - D. Expanded Project Summary 7
 - E. Project Benefits and Impacts 8
 - F. Disadvantaged Communities, Low Income Communities/ and or-Low Income Households 30
 - G. Employment and Workforce Development and Training Benefits 32
 - H. Proposed Project Implementation and Project Management 32
 - I. Project Readiness 35

- 3. Statement of Work Documentation** 36
 - A. Statement of Work 36
 - i. Project Scope 36
 - ii. Project Location 36
 - iii. Project Costs 36
 - iv. Project Schedule 36
 - v. Capital Operating Financial Plan Details 36

- 4. Support Documentation** 37
 - A. Certificate of Cost Estimates 37
 - B. Letters of Support 37
 - C. Ridership, Revenue, and Transportation Planning Inputs 37
 - D. Jobs Co-Benefit Modeling Tool 37
 - E. CARB Quantification Tool 37

Appendices

Appendix A: Priority Populations Exhibits

Appendix B: CalEnviroScreen 4.0 Exhibits

Appendix C: Land Use and Zoning

Appendix D: Housing Density

Appendix E: Transit Service Routes

Appendix F: Total Cost Documentation

Appendix G: Project Schedule

Appendix H: Relevant Studies and Planning Documents

Appendix I: CARB Sustainable Transportation and Equipment Benefit Criteria Tables

Appendix J: Electronic Project Programming Request (ePPR) Form

Appendix K: Letters of Support and Letters of Commitment

Appendix L: Statements of Work

Attachments

Attachment 1: Project Location KML Files

Attachment 2: CARB Benefits Calculator and Assumptions

Attachment 3: CARB Benefits Calculator and Assumptions

Attachment 4: CARB's Job's Co-Benefit Modeling Tool

Attachment 5: Charging Forward Project ArcGIS Data and APRX Files

1. Cover Letter



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July 23, 2024
Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments 2024 Transit and Intercity Rail Program Application

Dear Secretary Omishakin:

On behalf of the Santa Barbara County Association of Governments (SBCAG), I am pleased to submit our Transit and Intercity Rail Program (TIRCP) application to the California State Transportation Agency (CalSTA) for the **Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast** (Charging Forward Project). SBCAG, has partnered with City of Santa Barbara, City of Lompoc Transit, Clean Air Express, Santa Barbara MTD, and Santa Maria Regional Transit, to transform the transit in Santa Barbara County.

The Charging Forward Project will provide funding for 23 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara.

Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions. It will expand clean and reliable transit throughout Santa Barbara County to increase ridership while reducing congestion and greenhouse gas emissions. The project will make transit more accessible for riders and provide multimodal connections to important employment and recreation opportunities.

With TIRCP assistance, the Santa Barbara County Charging Forward Project will close critical gaps in transit infrastructure, facilitate the transition to zero-emission buses, and provide a more accessible, efficient, and environmentally friendly transportation network for residents and visitors.

We thank you for your consideration of this project and look forward to working on a future partnership with the California State Transportation Agency.

Sincerely,

A handwritten signature in blue ink that reads "Marjie Kirn".

Marjie Kirn
Executive Director
Santa Barbara County Association of Governments

MEMBER AGENCIES:

Buellton • Carpinteria • Goleta • Guadalupe • Lompoc • Santa Barbara
Santa Maria • Solvang • Santa Barbara County

2. Project Narrative

A. Project Summary Data

i. Project title:

Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast

ii. Applicant Name:

Lead applicant: Santa Barbara County Association of Governments

Co-applicants: City of Lompoc Transit, Santa Barbara Metropolitan Transit District, and City of Santa Maria Regional Transit, City of Santa Barbara, Clean Air Express

iii. Project Priority

Priority 1 of 1

iv. Project Purpose and Need

The purpose of the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project) is to expand clean and reliable transit throughout Santa Barbara County in order to increase ridership while reducing congestion and greenhouse gas emissions. The project will make transit more accessible for riders and provide multimodal connections to important employment and recreation opportunities.

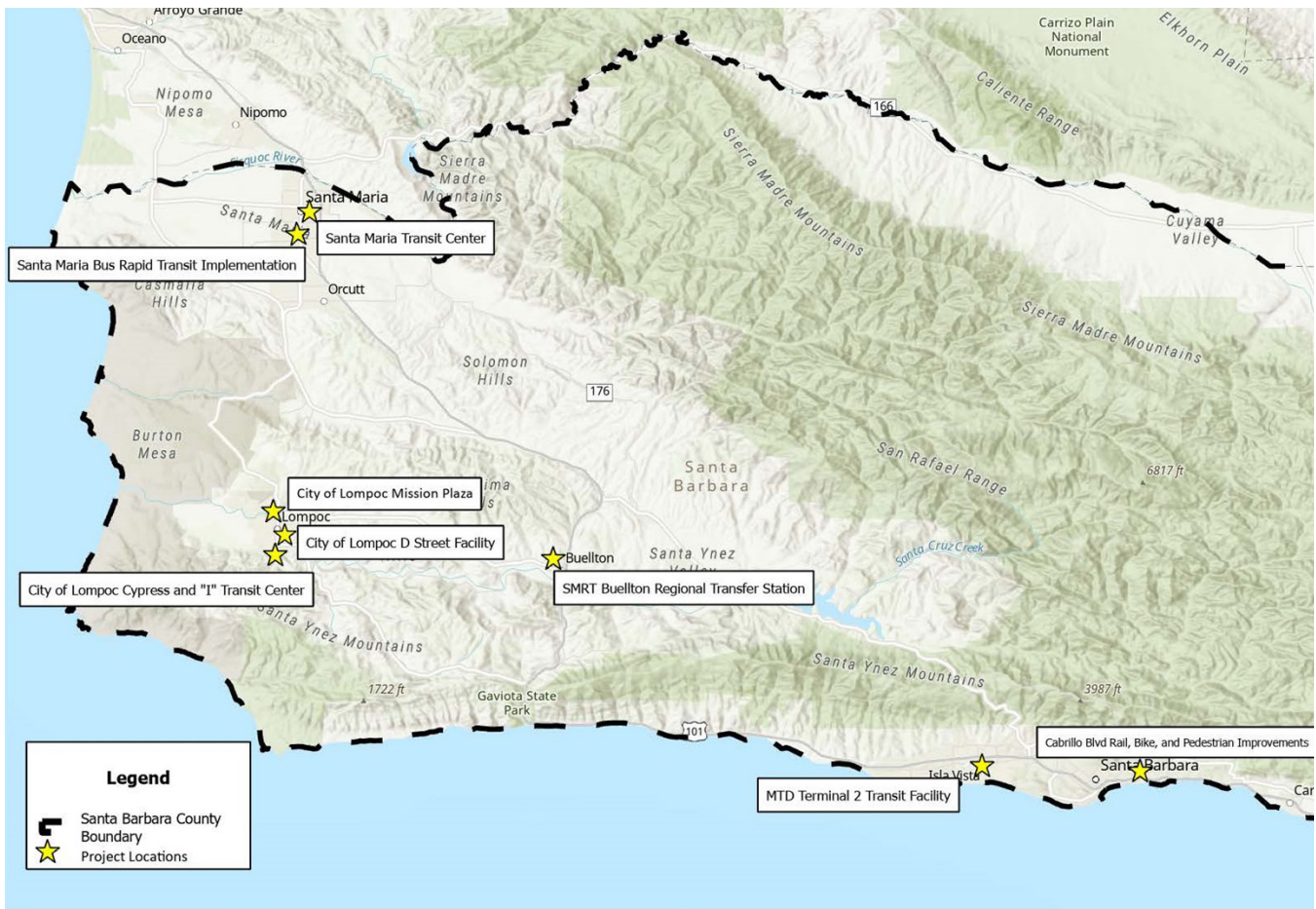
There is a significant need for zero-emission buses and infrastructure in order to comply with state goals of reducing greenhouse gas emissions and environmental impact. This project is necessary to allow operators throughout the county to transition the bus fleets to fully battery-electric. With TIRCP funding, we will be able to invest in zero-emission buses as well as necessary infrastructure to support transit operations. Additionally, improved transit facilities will support growing fleets of electric buses by increasing vehicle charging capacity and maximizing time spent while parked. Electric buses not only take longer to fuel than gas-powered vehicles, but they also have a lower range than diesel buses before needing to be recharged. This project will allow operators to transition their fleets to electric buses while maintaining the same level of service for riders.

The Charging Forward Project will also support the need for convenient, reliable transit throughout the county through a contactless integrated fare system and bus rapid transit system. There are currently minimal transfer agreements between the operators, including for the intercity regional operators. Passengers must pay using different fare media or get no discount when “transferring” with cash, resulting in an incohesive system that is inconvenient for the transit users. The integrated fare system will streamline and simplify the fare collection process, making transit in Santa Barbara County easier and more efficient. The bus rapid transit system will provide efficient and sustainable transportation options as the region continues to experience population growth and urbanization. The BRT project represents a strategic investment in the future of our community, offering a cost-effective and environmentally friendly solution to alleviate congestion, reduce greenhouse gas emissions, and improve overall mobility for residents and visitors alike.

V. Project Location

The Charging Forward project is located throughout Santa Barbara County and includes the service areas of various transit agencies, including Clean Air Express (CAE), Santa Maria Regional Transit (SMRT), City of Lompoc Transit (COLT), and Santa Barbara Metropolitan Transit District (SBMTD). As depicted below in the Charging Forward Project Locations Map, the Project will serve multiple cities in North Santa Barbara County, including incorporated cities of Buellton, Guadalupe, Lompoc, and Santa Maria and communities in South Santa Barbara County, including Goleta and the City of Santa Barbara. Project elements including electric bus purchases and the Contactless Integrated Fare System project are not depicted in the map, as they do not serve a single location. KML files of the proposed Project locations are included as **Attachment 1**, KML Files. Through the increased access to alternative transportation, transit facilities, electric vehicles, and rail connections, the Charging Forward project will provide increased connections to priority populations across the region.

Charging Forward Project - Project Locations



Additional Project location maps are included in Appendix A, Appendix B, and Attachment 1.

Appendix A Priority Population Exhibits illustrates how impacted routes will affect priority populations near the proposed Projects. As discussed below under Section 9, Disadvantaged Communities, the projects will be in proximity to priority populations as defined by Senate Bill 535 and Assembly Bill 1550. As seen in **Table 3: Priority Populations** in Section 9, the Charging Forward project will impact low-income and disadvantaged communities. City of Lompoc, City of Santa Maria, and City of Santa Barbara include predominantly low-income communities while the City of Goleta includes primarily disadvantaged communities. Low-income communities are defined by AB 1550 as census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes

at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits.¹ Disadvantaged communities as defined by SB 535, and includes census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0.²

Similarly, **Appendix B**, CalEnviroScreen 4.0 Exhibits demonstrates census tracts near transit routes with varying socioeconomic information and exposure to high pollution burdens and vulnerability. Census tract with lower scores, as depicted in green in CalEnviroScreen shows census tracts that experience lower pollution and vulnerability while higher scores depicted in red show higher pollution burdens and vulnerability. Additional maps and ArcGIS data is included in **Attachments 5**, Charging Forward Project ArcGIS Data and APRX Files.

Documents gathered from existing planning documents and zoning codes from the City of Santa Maria, City of Santa Barbara, City of Lompoc, and City of Goleta depicting existing land uses and zoning are included in **Appendix C** Land Use and Zoning.

Housing density data is included in **Appendix D** Housing Density.

Maps depicting existing service lines for CAE, COLT, SBMTD, and SMRT are included in **Appendix E** Transit Service Routes.

Vi. Project Modes

Project Mode(s):

1. **Local Bus (inclusive of bus, trolley bus, shuttle bus and rapid bus operating in mixed traffic)**
2. **Bus Rapid Transit**
6. **Commuter Bus**

Vii: Multi-agency Coordination

The Charging Forward project is a regional, multiagency effort that works to transform transit throughout Santa Babrara County. Agencies include Santa Barbara County Association of Governments, City of Santa Barbara, City of Lompoc Transit, City of Santa Maria Regional Transit, and Santa Barbara Metropolitan Transit District.

VIII. Greenhouse Gas Emissions Reductions

For a description of quantifiable components, see each quantifiable component under Project Benefits and Impacts. In addition, CARB Benefits Calculators are included as **Attachment 2** and **3**.

- MTCO₂e reduced by total project: 285,076
- TIRCP GHG Emission Reductions/TIRCP Funds Requested: 0.12637
- TIRCP Funds Requested per MTCO₂e reduced: 383

IX. Funding Requested

The total cost for the Santa Barbara County Charging Forward Project is **\$148,433,029**. See total cost documentation in **Appendix F** Total Cost Documentation. With a combination of local, state, and federal funds, the total project match is \$84,981,387. The SBCAG Board has also approved a total of \$5 million in Senate Bill 125 funding in addition to what is shown in the funding table on the following pages. This amount will be distributed among the projects once TIRCP funding is secured, making the **total match amount \$86,783,154**.

SBCAG is requesting \$61,649,875 in TIRCP funding for the Santa Barbara County Charging Forward Project.

The table on the following pages provides the total project cost escalated to the fiscal year of delivery. The table also shows the funding sources, including the TIRCP Cycle 7 request.

1 AB 1550 Greenhouse Gases: Investment Plan Disadvantaged Communities
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1550

2 SB 535- California Global Warming Solutions Act of 2006, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB535

| Project Cost by Source and Fiscal Year | | | | | | | |
|---|---------------------|---------------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| Project | Source | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | FY 28/29 | Total Cost |
| City of Lompoc Transit (COLT) Electric Bus Purchase | TDA | | | \$124,000 | \$124,000 | \$125,000 | \$373,000 |
| | TIRCP Cycle 7 | | | \$1,890,000 | \$1,890,000 | \$1,900,000 | \$5,680,000 |
| | Total | \$0 | \$0 | \$2,014,000 | \$2,014,000 | \$2,025,000 | \$6,053,000 |
| Clean Air Express Fleet Replacement | SB 125 | | | \$1,350,750 | | | \$1,350,750 |
| | FTA 5307/5339 | | | | \$200,000 | | \$200,000 |
| | HVIP | | | | \$600,000 | | \$600,000 |
| | TIRCP Cycle 7 | | | \$4,960,500 | \$3,529,300 | | \$8,489,800 |
| | Total | \$0 | \$0 | \$6,311,250 | \$4,329,300 | \$0 | \$10,640,550 |
| SBMTD Bus Purchase | FTA - Low No Grants | | \$2,894,131 | | | | \$2,894,131 |
| | HVIP | | \$276,000 | | | | \$276,000 |
| | TIRCP Cycle 7 | | \$260,075 | | | | \$260,075 |
| | Total | \$0 | \$3,430,206 | \$0 | \$0 | \$0 | \$3,430,206 |
| SBMTD Facility | TIRCP Cycle 5 | | \$3,985,000 | | | | \$3,985,000 |
| | SB125 | | \$12,000,000 | | | | \$12,000,000 |
| | TIRCP Cycle 7 | | \$18,000,000 | | | | \$18,000,000 |
| | Total | \$0 | \$33,985,000 | \$0 | \$0 | \$0 | \$33,985,000 |
| Lompoc Facility | TDA | \$11,592,235 | | | \$7,765 | | \$11,600,000 |
| | SB125 | \$9,610,532 | | | | | \$9,610,532 |
| | LCTOP | \$712,000 | | | | | \$712,000 |
| | TIRCP Cycle 7 | | | \$4,354,675 | \$1,095,325 | | \$5,450,000 |
| | Total | \$21,914,767 | \$0 | \$4,354,675 | \$1,103,090 | \$0 | \$27,372,532 |
| SMRT Facility(s) with Opportunity Charging | Low No | \$1,200,000 | | | | | \$1,200,000 |
| | SB125 | | \$3,871,741 | | | | \$3,871,741 |
| | TIRCP Cycle 7 | | | \$9,500,000 | | | \$9,500,000 |
| | Total | \$1,200,000 | \$3,871,741 | \$9,500,000 | \$0 | \$0 | \$14,571,741 |
| Countywide Contactless Integrated Fare System | SB125 | | \$250,000 | | | | \$250,000 |
| | TIRCP Cycle 7 | | | \$2,250,000 | | | \$2,250,000 |
| | Total | \$0 | \$250,000 | \$2,250,000 | \$0 | \$0 | \$2,500,000 |

| Project Cost by Source and Fiscal Year | | | | | | | |
|---|---------------|---------------------|---------------------|---------------------|--------------------|--------------------|----------------------|
| Project | Source | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | FY 28/29 | Total Cost |
| SMRT Bus Rapid Transit | TDA | | | \$6,060,000 | | | \$6,060,000 |
| | SB125 | | \$1,200,000 | | | | \$1,200,000 |
| | TIRCP Cycle 7 | | | \$1,500,000 | | | \$1,500,000 |
| | Total | \$0 | \$1,200,000 | \$1,500,000 | \$0 | \$0 | \$8,760,000 |
| Cabrillo Blvd Rail, Bicycle, and Pedestrian Improvements in the City of Santa Barbara | Local | | | \$4,200,000 | | | \$4,200,000 |
| | SB1 - SCCP | | | \$26,400,000 | | | \$26,400,000 |
| | TIRCP Cycle 7 | | | \$10,520,000 | | | \$10,520,000 |
| | Total | \$0 | \$0 | \$41,120,000 | \$0 | \$0 | \$41,120,000 |
| Total Project Cost | | \$23,114,767 | \$42,736,947 | \$71,984,925 | \$8,571,390 | \$2,025,000 | \$148,433,029 |

X. Point of Contact

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Santa Barbara County Association of Governments (SBCAG)

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Santa Barbara, CA 93110

mkulkarni@sbcag.org | 805-961-8915

B. Project Costs

Project costs were determined by each agency included in the Charging Forward Project. Cost Estimates are included in **Appendix F**. A breakdown of Project Funding Sources is included in Section IX, Funding Requested detailing funding source by fiscal year and a total cost per project.

C. Eligibility

The Charging Forward Project is eligible for the TIRCP grant program as a multiple transit agencies included in this regional project have a planning responsibility for bus services, and are a political subdivision of the State of California. The Charging Forward Project will significantly reduce vehicles miles traveled, congestion, and greenhouse gas emissions, by increasing the capacity of an existing transit system, and increasing ridership through replacement of buses, new zero emission vehicles and charging infrastructure, new transit facilities, new integrated countywide contactless system, and transit system integration:

The Charging Forward Project is eligible under the following project types:

- Bus integration, including a) integrated ticketing and scheduling systems and related software/hardware capital investments (including but not limited to, integration with bus or ferry operators and the use of contactless payment and General Transit Feed Specifications (GFTS) implementation through Cal-ITP)
- Projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors).
- Delivery of integrated services, such as transit route and scheduling integration
- Bus rapid transit and other bus investments to increase ridership and reduce greenhouse gas emissions.
- Deployment of zero emission vehicles and technologies to support them, including charging infrastructure
- New Transit Facilities

Utilizing the California Air Resources Board (CARB) Quantification Methodology, MTD estimates that the project will achieve a reduction in GHG emissions of 285,076 MTCO₂e.

The project will also link housing with key destinations, and improve accessibility to economic opportunities of work and school. Charging Forward will increase equity by providing clean transit services to multiple priority populations including providing direct connection from those communities to all urban centers in the region.

D. Expanded Project Summary

The Santa Barbara County Charging Forward project is a multi-agency effort to upgrade transit throughout Santa Barbara County. The project is divided into four elements, including Transit Electrification, Transit Transformation, Transit Facility Improvement, and Bicycle and Pedestrian Rail Crossing Improvement. The project elements will provide funding for 23 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

Additional details about the project elements are described below.

a. Transit Electrification

In Santa Barbara County, a transition to electric buses can promise quieter streets, cleaner air and an efficient future for generations to come. Transit Electrification includes elements that will help facilitate the electrification of transit throughout the county, including purchase of replacement or expansion electric buses and supporting infrastructure. This effort includes the purchase of electric buses to replace diesel and internal combustion engines that have surpassed or are nearing their useful life. This purchase includes sixteen (28-foot) buses for City of Lompoc Transit, five (45-foot) buses for Clean Air Express, and two 40-foot buses for SBMTD, for a total of 23 electric buses. These electric buses will replace internal combustion engine buses to decrease greenhouse gas (GHG) emissions from transit throughout the county. This element also includes charging infrastructure to support the purchase of the electric buses for Clean Air Express and Santa Barbara MTD. Transit Electrification is not simply a plan; it's a prominent step towards safeguarding our environment and reducing Santa Barbara County's carbon footprint.

b. Transit Transformation

This project also includes elements that will help transform transit throughout the County, including a countywide integrated fare system and Bus Rapid Transit (BRT) in the Santa Maria service area. Currently, there are minimal transfer agreements between operators, making transfers difficult for passengers who either must pay using different fare media, or get no discount when "transferring" with cash. An integrated fare system would leverage the existing Cal-ITP open-loop and contactless EMV "Tap-to-ride" program to create a single payment system that can accept contactless EMV, mobile, institutional passes (e.g., student IDs), and employer-purchased media, while also facilitating transfer discounts and better ridership data collection. This is an important step in expanding transit because a synchronized transit system provides easier, more accessible, and efficient rides and transfers for transit users throughout the county.

The Santa Maria BRT project will establish a high-quality bus-based public transportation system featuring dedicated bus lanes, level boarding stations, signal priority, and modern buses along State Route 135/Broadway, the City's most congested corridor. The project includes route planning, infrastructure development, and operational setup. By implementing a high-quality BRT system, the project will alleviate traffic gridlock and enhance the efficiency and reliability of public transportation.

c. Transit Facility Improvement

The project also includes transit facility improvements for Santa Barbara MTD, City of Lompoc Transit, and Santa Maria Regional Transit. The project will fund construction of SBMTD's Terminal 2 Phase 2, which will replace the existing 6,200 square foot Operations and Maintenance building at SBMTD's Terminal 2 in the City of Goleta with a new building



of approximately 10,000 square feet. The new building will be designed to safely accommodate the personnel, equipment, and systems needed to operate the battery-electric buses that will be housed, maintained, and charged at the facility. The facility will include photovoltaic solar array and battery storage as part of a vital microgrid to ensure continuity of operations.

Additionally, the SMRT Opportunity Charging project will purchase, construct, equip, or enhance a SMRT Transit Administration building(s) with electric bus opportunity charging infrastructure. The facility(s) will serve as a multi-service provider hub for cross and intercounty-wide transit connectivity, to allow for rapid charging of electric buses during layovers. This project includes three locations. The Santa Maria Transit Center location adds additional administrative space and eighteen chargers. The SMRT Operations and Maintenance Yard location will support an additional seventeen dual port chargers with the ability to charge up to 32 vehicles. The City of Buellton Transfer Station is a key mid-way point between Santa Maria and Santa Barbara that would add six dual port chargers capable of charging up to 12 vehicles. Currently the bus yard only has the capacity to charge two electric vehicles at a time and having the ability to “top off” the electric buses while they are stopped at the transit center will maximize the time spent parked. The Opportunity Charging project will support not only SMRT’s growing fleet of electric transit vehicles, but would also support other transit operators including COLT, Clean Air Express, the City of Guadalupe’s Flyer Bus, and the San Luis Obispo Regional Transit’s service into and through Santa Maria. This will help facilitate the transition to zero emission buses to reduce GHG emissions while still maintaining a smooth transit service for riders.

The City of Lompoc Transit will replace the existing transit vehicle maintenance and operations facility located at the City’s Corporate Yard to accommodate maintenance, storage, and operational management of the current City transit system as well as allow for growth. The new facility will encompass approximately 185,000 square feet, providing ample space for Transit Operations and Fleet maintenance and space for growth for at least the next 30 years. This funding from this program will go towards the Solar Canopy Project, which will help procure and install electric charging equipment, add Photovoltaic Solar Canopies to generate solar energy, and develop a microgrid battery storage system to capture excess solar energy.

d. Bicycle and Pedestrian Rail Crossing Improvement



This element will replace the UPRR undercrossing and construct pedestrian and bicycle improvements on Cabrillo Boulevard between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection. Specifically, the existing 29-foot wide UPRR Bridge over Cabrillo Boulevard will be raised to meet railroad clearance requirements, as well as lengthened to 117 feet to accommodate abutments on both sides, a center pier and median, vehicle lanes, Class II bicycle lanes with green conflict striping, multiuse paths plus buffers, and sidewalk. The project also includes construction of an enhanced bus stop and a new bus shelter at the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way.

E. Project Benefits and Impacts

8A. Demonstration of the expected benefits and the proposed metrics for tracking and reporting on those benefits

The Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast Project provides significant benefits to the region by reducing greenhouse gas (GHG) emissions, which directly improve public health and air quality impacts throughout the Santa Barbara region. In addition to reducing GHG emissions and directly improving health benefits, the Charging Forward project will promote job growth throughout the region, through the introduction of new buses, transit centers, charging infrastructure, and other infrastructure improvements. The Charging Forward Project will improve ridership, network-wide connectivity, and safety throughout the county, optimizing

transportation to improve accessibility to jobs, schools, and public services in line with SBCAG's 2050 RTP-SCS goals. The project consists of multiple elements evaluated for their potential to reduce greenhouse gas emissions. The project's Benefits Calculator Tool includes eight scalable elements described below (See Attachment 2 and Attachment 3). Each element is evaluated for its potential to reduce GHG emissions.

Quantification Methodology

GHG reduction quantification was performed in conformance with the TIRCP Cycle 7 Final Guidelines and the Cycle 7 CARB Quantification Methodology. Because the regional project would consist of multiple projects provided by various transit operators, two CARB Benefits Calculator Spreadsheets are included in **Attachment 2** and **3**.

Quantifiable Component 1: City of Lompoc Transit (COLT) Electric Bus Purchase - Procurement of 16 Electric Vehicles (See Attachment 2)

COLT's procurement of 16 electric vehicles is classified as a Cleaner Vehicles/Technology/Fuels Project Type. The procurement of 16 electric vehicles is planned for deployment in 2029 with a useful life of 15 years. The vehicles procured will include 16 electric Cutaway vehicles which would displace gasoline vehicles with an average model year of 2019. Based on COLT's gasoline vehicle consumption from a 2019-year average, it is assumed that the existing gasoline vehicles currently consume an average of approximately 16,131 gallons of gasoline annually. The project will lead to a total reduction of 3,338 MTCO₂e.

Quantifiable Component 2: City of Lompoc Transfer Facility EV Charging and Photovoltaic Solar Canopies and Microgrid Battery Storage System (See Attachment 2)

COLT's integration of electric vehicle charging stations would be classified as a Cleaner Vehicles/Technology/Fuels Project Type. The electric vehicle charging infrastructure would be in operation beginning 2029 with a useful life of 10 years. The electric vehicle charging infrastructure would ensure that the 16 electric vehicles procured by COLT would have access to electric charging infrastructure. Therefore, the project would reduce the dependence on gasoline vehicle fuel and lead to an overall reduction in 258,096 miles/year of gasoline vehicles. The project will lead to a total reduction of 2,103 MTCO₂e.

Quantifiable Component 3: SBMTD Facility: Phase 2 Complete Terminal 2 Project with Charging Infrastructure, Procurement of two Battery Electric Buses, and Photovoltaic Solar Panels and Microgrid Battery Energy Storage System (See Attachment 2)

SBMTD's Terminal 2 Phase 2 Project would be classified as a Fuel/Energy Reduction Project Type. The facility is expected to be in operation by 2029 and anticipates a useful life of 40 years. The project will include electric vehicle charging infrastructure and photovoltaic solar canopy and microgrid battery storage system. The procurement of two battery-electric 40-footbuses would be classified as a Cleaner Vehicles/Technology/Fuels Project Type. The two battery-electric buses would be deployed in 2027 and would have a useful life of 14 years. The procurement of two battery electric buses would replace 2004 model year vehicles operating on renewable diesel fuel. The VMT of the renewable diesel buses to be replaced and also of the new electric buses is based on an average VMT of a 40-ft bus in FY 2019 (Pre-COVID) by SBMTD (28,381 miles) times the two replacement buses to be procured (56,762 VMT). The renewable diesel reduction is based on average gallons of fuel used by a 40-ft bus in FY 2019 by SBMTD (6,110 gallons) times the 2 replacement buses (12,220 VMT). The project will lead to a total reduction of 40,655 MTCO₂e.

Quantifiable Component 4: Clean Air Express (CAE) - Replacement of Five (5) Battery Electric Motor Coach and Addition of Charging Infrastructure (See Attachment 2)

The procurement of CAE's five (5) Battery Electric Motor Coach would be classified as a Cleaner Vehicles/Technology/Fuels Project Type. The 5 vehicles would be deployed in 2027 and have a useful life of 14 years. The procurement of 5 battery electric motor coach would replace the 2011 model year vehicles operating on renewable diesel fuel. The VMT of renewable diesel buses to be replaced and also the new electric buses are based on an average 180 daily miles annualized for the projected timeframe of 259 days times 5 buses (233,100 VMT). The project would also reduce its dependence on renewable diesel fuel and will have an annual reduction of 1,321,677 gallons of renewable diesel. The project will lead to a total reduction of 90,383 MTCO₂e.

Quantifiable Component 5: Cabrillo Boulevard Rail, Bicycle, and Pedestrian Improvements in the City of Santa Barbara (See Attachment 2)

The replacement of the UPRR undercrossing, construction of bicycle and pedestrian improvements, and bus shelter would be classified as a System and Efficiency Improvement Project Type. Infrastructure would be rolled out in 2027 and is assumed to have a useful life of 20 years based on CARB's Clean Mobility Benefits Quantification Methodology.³ The project would include pedestrian and bicycle improvements that would result in 437 bicycle rides and 189 pedestrian trips. Bicycle and pedestrian counts would increase by 1% from 437 to 500 and 189 to 231, respectively. The project will lead to a total reduction of 4 MTCO₂e.

Quantifiable Component 6: Countywide Integrated Fare System (See Attachment 2)

The Countywide Integrated Fare System would be classified as a System and Efficiency Improvement Project Type and would begin operation in 2027 and would have a useful life of 15 years. The project's unlinked trips will be derived from all operators in the county, both fixed route and demand response fleets. According to U.S. DOT data, the Countywide Integrated Fare System would have 4,563,859 unlinked trips⁴ in the first year and an estimated 4,609,497 increase in unlinked trips in the final year. The project will lead to a total reduction of 50,106 MTCO₂e.

Quantifiable Component 7: SMRT Facility(s) with Opportunity Charging (See Attachment 3)

SMRT's transit electrification would be classified as a Fuel/Energy Reduction Project Type and would begin in 2026 and have a useful life of 30 years. The project would reduce diesel fuel consumption from 2018 vehicles. The annual fuel reductions associated with this project is based on the City of Santa Maria ICT Zeb Roll out Plan. The diesel reduction is based on the average annual diesel fuel consumption of 17,515 gallons. The project will lead to a total reduction of 71,123 MTCO₂e.

Quantifiable Component 8: SMRT Bus Rapid Transit

SMRT's dedicated bus lanes, level boarding, and signal priority would be classified as a System and Efficiency Improvements Project Type and would begin operation in 2028 and have a useful life of 20 years. The BRT system would displace 390,526 unlinked passenger trips and 394,431 unlinked trips in the final year of operation. The BRT system would reduce diesel consumption associated with a 2012 model year transit bus. There would be a reduction of 213,830 gallons of renewable diesel. The project will lead to a total reduction of 27,363 MTCO₂e.

Other Co-Benefits

In Santa Barbara County, public transportation provides a wide range of services to residents, visitors, and tourists, each with their own unique needs. Whether it be daily commuters traveling to employment or UC Santa Barbara students in need of transportation to purchase groceries or access services, transit plays a critical role in connecting all communities spread throughout the region.

For many of Santa Barbara County's residents and visitors alike, transportation is not simply a convenience—it is a necessity, especially public transportation. Transit ensures a communities' ability to access jobs, schools, and essential public services. In Santa Barbara County, almost 6,000 households do not own a car⁴, making accessible public and active transportation a necessity across the region.

The Charging forward project has the opportunity to foster meaningful connections and foster a sustainable and interconnected county where all residents can thrive. Yet, bettering public and active transportation in Santa Barbara County is about more than just reducing congestion and emissions—it's about improving equity, access, and opportunities. Through planning and a commitment to sustainable practices, this project suits as a visionary for a greener and safer Santa Barbara County.

3 California Air Resources Board (CARB). Clean Mobility Benefits Quantification Methodology. https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/Clean_Mobility_QM_FINAL_November2023.pdf

4 United States Department of Transportation. 2022 Annual Service Dataset, [2022 Service I FTA \(dot.gov\)](https://www.transportation.gov/2022-Service-FTA)

Santa Barbara County is strongly committed to environmental sustainability, equity, and providing an optimized transportation systems that improves accessibility to employment opportunities, schools, and services. Through the implementation of the proposed projects, transportation needs of priority populations will be adequately served through an integrated, multi-modal transportation system. Communities in North Santa Barbara County, including incorporated cities of Buellton, Guadalupe, Lompoc, and Santa Maria and communities in South Santa Barbara County, including Goleta and Santa Barbara will become more accessible and connected, increasing opportunities for economic growth and regional prosperity. Priority populations and environmental justice communities as defined in SBCAG’s Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) would benefit significantly from the proposed projects.

As described in SBCAG’s Connected 2050 RTP-SCS, environmental justice communities are located throughout various regions of the county, with some of the highest scoring environmental justice communities located in the west side of the City of Santa Barbara, the City of Lompoc, northwestern area of the City of Santa Maria, and the City of Guadalupe, areas that would all benefit from the proposed projects included in this application.⁵ The implementation of the project elements described above would make transit more accessible throughout the region, by providing access to rapid transit services, integrated fare systems, zero-emission buses, electric vehicle charging infrastructure, pedestrian and bicycle improvements, and new transit facilities. The combination of the proposed project elements would significantly increase ridership, reduce congestion, and reduce greenhouse gas emissions throughout the County. Furthermore, the proposed project elements would yield significant benefits across the region, including economic growth, reduced greenhouse gas emissions, increased ridership, network-wide connectivity and improved safety.

Table 1: Project Co-Benefits

| Table 1: Project Co-Benefits | |
|---|--|
| All Projects | Job Co-Benefits |
| All Projects | Tracking and Measuring Progress Benefits |
| Project Specific Co-Benefits | |
| City of Lompoc Transit Facility Solar Canopy Project | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| City of Lompoc Transit Zero-Emission Vehicle Procurement | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| SBMTD Terminal 2 Phase 2 and Zero-Emission Vehicle Procurement | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety, Reduced Deadhead |
| CAE Battery Electric Motor Coach Bus Replacement | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| Cabrillo Boulevard Bike and Pedestrian | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| Countywide Integrated Fare System | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| SMRT Transit Electrification | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |
| SMRT BRT/ SMRT Transfer Facility | Reduce GHG, Increased Ridership, Network-wide Connectivity, Improve Safety |

⁵ Santa Barbara County Association of Governments (SBCAG). Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS), <https://www.sbcag.org/wp-content/uploads/2023/09/Connected-2050-Final.pdf>

Tracking and Measuring Progress Benefits

SBCAG will provide quarterly reports of the project progress and comply with the terms of the grant requirements. Fuel and emissions savings will be estimated based on research from EPA, CARB, U.S. DOT Data, and on vehicle travel information provided by the project participants. SBCAG will use emissions information from CARB and other sources to calculate emissions based on miles traveled and energy used. Surveys conducted to determine ridership effects on nearby disadvantaged communities will measure the impact of project EV route operations on a priority population that is a target of TIRCP-funded transportation improvements to document any changes in transit adoption patterns. Other measures of progress include ridership counts, customer satisfaction surveys, and charging and engine metrics.

Job-Co-Benefits

SBCAG utilized CARB's Co-Benefit Modeling Tool spreadsheet to estimate the number of jobs associated with the proposed project. The tool can be found as **Attachment 4**. The Jobs Tool calculated that the entire budget would support a total of 457.2 full-time equivalent jobs.

Project Specific Benefits

The Charging Forward project will provide the following project element specific benefits:

City of Lompoc Transit (COLT) Facility and Electric Vehicle Procurement Benefits

GHG Benefits

The City of Lompoc (COLT) facility will replace the existing transit vehicle maintenance and operations facility and build a new facility located at 320 North D Street. The project will involve the installation of electric vehicle charging infrastructure, photovoltaic solar canopies, and a microgrid battery storage system. These project features will yield significant GHG reductions, as described above under Quantifiable Component 1 and 2, and reduce air pollutants and negative health impacts. According to California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Data, the PM2.5 percentile for census tracts near the project site are 9% higher than the census tracts in California. In addition, the diesel particulate matter for this census tract is 45% higher than the rest of the census tracts in California. The GHG reductions attributed to this project would be significant as the census tracts near the project site would reduce air pollutants such as PM2.5 and diesel particulate matter associated with diesel engines. The reduction in greenhouse gas emissions would also result in better health outcomes. CalEnviroScreen 4.0 data shows that the census tract near the project site have an asthma rate that is higher than 56% of the census tracts in California. Similarly, cardiovascular disease near the project site is higher than 71.05% of the census tracts in California. COLT's projects would reduce air pollutants and greenhouse gas emissions, reducing negative health impacts.

Ridership Benefits

COLT's facility and procurement of electric vehicles would aid in expanding service and improving connectivity through new transit infrastructure and facilities. The project will expand access to electric vehicle charging infrastructure, zero-emission buses, and transit facilities that would provide better access and connection to transit throughout the county. Through this project, ridership is expected to grow due to the implementation of fast-charging infrastructure which will aid in the transition to a more reliable electric fleet.

Network-wide Connectivity

COLT's facility would accommodate the vehicle maintenance, storage, and operational management of all aspects of the current and future transit system as well as allow for growth of connectivity with other transit agencies. The new facility will provide parking for seven Clean Air Express (CAE) buses and would directly affect services provided by Santa Barbara Breeze and Wine Country Express that provide commuter service from Lompoc to the South Coast daily.

Improved Safety

The project would improve safety of transit services and operations through transit facilities and operations planning. In addition, the transition from internal combustion engines to the zero-electric buses would reduce noise associated with diesel engines that have the ability to create safety issues for riders, bus drivers, and residents near surrounding service lines.

SBMTD Terminal 2 Phase 2 and Procurement of Zero Emission Vehicles Benefits

GHG Benefits

SBMTD’s Terminal 2 Phase 2 facility project will build a state-of-the-art fully electrified zero-emission bus facility. When complete, Terminal 2 will house, maintain, and charge 30-35 electric buses. The project will feature electric vehicle charging infrastructure, photovoltaic solar canopies, and a microgrid battery energy storage system. These project features will yield significant greenhouse gas reductions, as described above under Quantifiable Component 3. The project would eliminate 16 miles of deadhead travel each day, per trip. This translates into substantial energy savings and fewer emissions. Overall, the project will reduce emissions, exposure to criteria air pollutants, and associated health impacts.



According to CalEnviroScreen 4.0, the census tract where SBMTD’s Terminal 2 is located is a Disadvantaged Community. Also, the PM2.5 percentile for the census tract is 9% higher than the census tracts in California indicating that particles from cars and trucks have the ability to affect children, the elderly, and people suffering from any chronic illness, leading to various health problems. CalEnviroScreen data also shows that diesel particulate matter, particularly exhaust from trucks, buses, and trains in the area is 45% higher than the rest of the census tracts in California. Census tracts near the project site have an asthma rate that is higher than 26% of the census tracts in California and cardiovascular disease that

is higher than 35% of the census tracts in California. The implementation of the proposed project would aid in transitioning to zero emission vehicles, which would reduce dependence on internal combustion engines, reducing air pollutants and negative health impacts including asthma and cardiovascular disease.

Ridership Benefits

The completion of SBMTD’s Terminal 2 Phase 2 will aid in expanding service and improving connectivity through new transit infrastructure and facilities. The project will expand transit ridership by implementing transit signal priority, and integrating SBMTD’s microtransit, which will intersect with Lines 6, 7, and 11. The project would also expand access to electric vehicle charging infrastructure, zero-emission buses, and transit facilities that would provide better access and connection to transit throughout the county. Ridership is also expected to grow due to the implementation of fast-charging infrastructure which would aid in the transition to a more reliable electric fleet.

Network-wide Connectivity

In addition to increasing ridership, the project will connect more residents and visitors to SBMTD’s fixed route service. The project would provide connections to intercity regional bus service like the Clean Air Express, Coastal Express, Greyhound, Flixbus, and intercity rail on the Pacific Surfliner and Coast Starlight Trains.



Improved Safety

The project includes several safety components. In addition to the health and safety benefits of reducing GHG emissions and pollution, new infrastructure upgrades and improvements will allow for SBMTD to maintain public assets in a state of good repair, contributing to fleet safety. The project would also improve safety by reducing vehicle miles traveled on local roadways, decreasing congestions and the likelihood of traffic collisions. As ridership increases, more people will be traveling on the safest mode of ground transport--on a bus. Transit Signal Priority software used by the new buses will improve safety with improved control and interoperable data sharing. The TSP software can examine the pedestrian walk and walk clearance interval times that are programmed into the traffic signal controller. This gives the ability to establish detection zones far enough ahead of the intersection to provide Emergency Vehicle Preemption and Transit Signal Priority that does not require termination or truncation of pedestrian timing intervals. Emergency vehicles and public transit given priority and preemption could gain seconds if not minutes in their daily routes while contributing to enhanced safety for drivers and pedestrians alike. The software's artificial intelligence learns from past traffic patterns and improves performance every day.



The new Terminal 2 Operations and Maintenance Facility will ensure buses are properly charged and maintained, allowing for increased safety for transit users. Phase 1 of the facility recommissioning contains several safety features, including replacement of exterior facility lighting with new energy efficient lighting, closing a sidewalk gap, and installing a new state-of-the-art security camera system that will also have connectivity to Terminal 1's system. Finally, this project improves bus safety and circulation at Terminal 2 and in the surrounding area with new ingress and egress (gate and driveway) from the facility.

Clean Air Express Bus Replacement**GHG Benefits**

The Clean Air Express (CAE) bus replacement project includes the procurement of five (5) over the road zero emission coaches and the supporting charging equipment. CAE's fleet is currently comprised of diesel buses that are near or have surpassed their useful life. Zero emission buses would yield significant GHG reductions, as described above under Quantifiable Component 4. The project would transition from 2011 and 2012 diesel motor coaches to 100% zero emission buses. Through the transition to zero emission buses, the project will reduce emissions, exposure to criteria air pollutants, and associated health impacts.

According to CalEnviroScreen 4.0, the PM2.5 percentile for census tracts surrounding the project site is 14% higher than the census tracts in California indicating that particles from cars and trucks have the ability to affect children, the elderly, and people suffering from any chronic illness, leading to various health problems. CalEnviroScreen data also shows that diesel particulate matter, particularly exhaust from trucks, buses, trains in the area is 47% higher than the rest of the census tracts in California. Census tract near the project site have an asthma rate that is higher than 27% of the census tracts in California and cardiovascular disease that is higher than 15.67% of the census tracts in California. The implementation of the proposed project would aid in transitioning to zero emission vehicles, which would reduce dependence on internal combustion engines, reducing air pollutants and negative health impacts including asthma and cardiovascular disease.

Ridership

CAE's annual ridership is approximately 13,100 passengers per bus, with an average bus length of 75 miles each. This equates to approximately 982,500 passenger miles traveled by bus, per year. If the existing buses that are near their useful life years are not replaced and service is reduced, CAE can anticipate a nearly 70% decrease in ridership. The transition to zero emission buses can also promote a more reliable transit system, which will improve ridership and accessibility across the county.

Network-Wide Connectivity

The procurement of CAE's electric buses will cycle throughout the service area and be available on all routes, maintaining connectivity and accessibility throughout northern Santa Barbara to points in southern Santa Barbara County, including Goleta and the City of Santa Barbara. The CAE connects to more local and regional transit providers than any other system, providing critical regional commuter and intercity bus service.

Improved Safety

The project will improve safety benefits by reducing GHG emissions through the replacement of diesel internal combustion engines. The project would also improve safety by reducing vehicle miles traveled on local roadways, decreasing congestion and the likelihood of traffic collisions. As ridership increases, more people will be traveling on electric buses, which offers the safest mode of ground transport.

**Cabrillo Blvd Rail, Bicycle, and Pedestrian Improvements****GHG Benefits**

The Cabrillo Blvd Rail, Bicycle, and Pedestrian Improvements project will improve safety and accessibility for bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by U.S. 101 and UPRR facility by adding Class I multiuse paths and Class II bike lanes. By eliminating gaps in bicycle and pedestrian networks, it will also increase multimodal opportunities and contribute to a decrease in GHG emissions as described above under Quantifiable Component 5. The improved bicycle and pedestrian networks would reduce exposure to criteria air pollutants and yield significant health impacts.

According to CalEnviroScreen 4.0, the PM2.5 percentile for census tracts surrounding the project site is 11% higher than the census tracts in California indicating that particles from cars and trucks have the ability to affect children, the elderly, and people suffering from any chronic illness, leading to various health problems. CalEnviroScreen data also shows that diesel particulate matter, particularly exhaust from trucks, buses, trains in nearby census tracts range from 47% to 79% higher than the rest of the census tracts in California. Census tract near the project site have an asthma rate that is higher than 51% of the census tracts in California and cardiovascular disease that is higher than 19.20% of the census tracts in California. The implementation of the proposed project would aid in promoting active transportation and reducing dependence on internal combustion engines, leading to an overall positive health impact among residents.

Ridership

The project will eliminate gaps in bicycle and pedestrian networks and improve accessibility to alternative transportation in the City of Santa Barbara. The project would also expand service through the construction of an enhanced bus stop and a new bus shelter at the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way. Bus stop improvements and relocation of bus stops would increase accessibility and comfort for transit riders.

Network-wide Connectivity

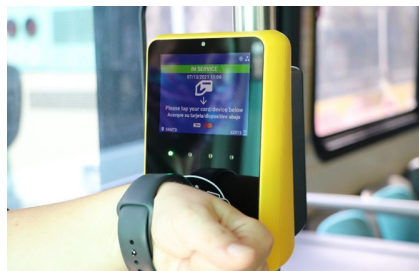
The existing narrow bridge opening results in non-standard lane and shoulders width, and no bicycle or pedestrian facilities, creating a significant barrier underneath the existing UPRR bridge. The project will improve network-wide connectivity for pedestrian and bicyclists in the City of Santa Barbara by reconnecting neighborhoods and businesses currently divided by U.S 101 and the UPRR facility, through the addition of Class I multiuse paths and Class II bike lanes. The addition of these facilities would remove barriers to accessibility for historically disadvantaged communities, promoting equity and expanding access to employment opportunities, recreation, and public services. The Cabrillo project will also provide access to the California Coastal Trail, a statewide initiative to create a continuous public trail system spanning over 1,200 miles from Oregon to Mexico. The project will connect the 9.42-mile network north of U.S. 101 with the 4.78-mile network to the south to unify the disconnected network to a contiguous 14.2-mile network surrounding the Cabrillo Boulevard area.

Improved Safety

Collision data along Cabrillo Boulevard from Los Patos Way to Hot Springs Road demonstrates a total of 57 collisions, with 31 injury collisions, and 1 fatal collision between 2010 and 2019.⁶ The Cabrillo Boulevard project will improve safety and accessibility for bicyclists, pedestrians, and vehicles alike by adding Class I multi-paths and Class II bike lanes.

Countywide Contactless Integrated Fare System**GHG Reductions**

The Countywide Contactless Integrated Open-Loop System will design, procure, install, and implement a countywide integrated contactless fare system that is utilized by all fixed route and demand-response vehicles in Santa Barbara County. These project features would yield significant greenhouse gas reductions, as described above under Quantifiable Component 7. The Countywide Contactless Fare System would make transit more accessible across all transit agencies in Santa Barbara County and ensure a simplistic equitable process to paying for transit, no matter the transit provider. The project will speed up and streamline boarding, causing a reduction in dwell times and decreased idling at bus stops and demand-response pickup locations.

Ridership

The Countywide Contactless Integrated Fare System is anticipated to yield an approximate 5% growth in ridership based on the availability of modern open-loop technology and other benefits of the system, such as options for integrated fare programs to ensure equitable distribution of repeat rider incentives (e.g. fare capping) and transfer discounts.

While gains attributed to implementation of contactless and integrated fare systems were documented following pilots at both New York MTA and Salt Lake City, there is currently a level of uncertainty in such studies and reported data given the contemporaneous impacts of the COVID-19 pandemic. Currently across Santa Barbara County, transit ridership continues to grow (on all systems) as riders return to transit out of the pandemic.

⁶ Kimley-Horn and Associates, Inc. Cabrillo Boulevard Collision Counts.

This presents an unprecedented opportunity to convert and onboard those returning and new riders as “tap-2-ride” users of the new system. Additionally, what has been documented with more certainty is the cost-effectiveness of using such fare integration and modern systems as a tool for growing ridership. Fare integration as a “growth tool” was found during the recent study by the Metropolitan Transportation Commission to be a more cost-effective method to grow ridership (~\$2-3 per new trip) as compared to alternatives such as global fare discounts (\$3/trip) or service enhancement (\$3-15/trip), [MTC Fare Integration Task Force, Sept. 20, 2021].

SBMTD and the Clean Air Express were early adopters in open-loop contactless transit payments in California, only the third and fourth agencies to do so in the state. SBMTD has seen sizeable month over month increases in contactless boardings, seeing over 12,200 taps in May 2024 alone.

| Network Wide Connectivity

The project will improve network wide connectivity through the implementation of countywide integrated contactless fare systems needed for seamless travel between agencies. An integrated fare system would create a single payment system that can accept contactless EMV, mobile, institutional passes (e.g., student IDs), and employer-purchased media, while also facilitating transfer discounts and better ridership data collection. Additionally, operators have been working regularly to better coordinate and synchronize routes to improve meets and transfer opportunities. A seamless fare system encourages greater use of the system and provides a return on the investment made to adjust routes and timetables for transfers. This is an important step in expanding transit because a synchronized transit system provides easier, more accessible, and efficient rides and transfers for transit users throughout the county.

| Improve Safety

The project will improve safety for transit users by creating a real-time, stop-level data dashboard for transit service operations and planning. As the project will collect real time data, it will enable better route optimization based on demand patterns. Better data will inform changes and adjustments to improve synchronization of the transit network. In addition, collection of stop-level payments data will address safety concerns including overcrowding and maintenance standards. Agencies will be better able to visualize their transit user experience across the county and make adjustments, accordingly.

Santa Maria Regional Transit (SMRT) Transit Electrification Installation of electric bus charging infrastructure

SMRT’s Transit Facility will support the growing fleet of electric vehicles. The opportunity charging project involves the installation of electric bus charging infrastructure at the Santa Maria Transit center, allowing for rapid charging of electric buses during layovers. These project features will yield significant greenhouse gas reductions, as described above under Quantifiable Component 8. By implementing charging infrastructure at the Santa Maria Transit Center, the project will enable electric buses to recharge during layovers, reducing the need for longer charging sessions and minimizing energy consumption. The utilization of renewable energy sources for charging will directly mitigate GHG emissions associated with the transportation sector, as electricity generation shifts away from fossil fuels. The expansion of the electric bus fleet facilitated by the new charging infrastructure will accelerate the transition away from diesel-powered vehicles, further reducing emissions of CO₂, NO_x, and PM in the Santa Maria area. By supporting the expansion of the electric bus fleet, the project will contribute to cleaner air and reduced exposure to harmful pollutants, enhancing public health and well-being.

According to CalEnviroScreen 4.0, the PM_{2.5} percentile for this census tract is 10% higher than the census tracts in California indicating that particles from cars and trucks have the ability to affect children, the elderly, and people suffering from any chronic illness, leading to various health problems. CalEnviroScreen data also shows that diesel particulate matter, particularly exhaust from trucks, buses, trains in the area is 63% higher than the rest of the census tracts in California. Census tracts near the project site have an asthma rate that is higher than 87% of the census tracts in California and cardiovascular disease that is higher than 19.20% of the census tracts in California. The implementation of the proposed project would aid in transitioning to zero emission vehicles, which would reduce dependence on internal combustion engines, reducing air pollutants and negative health impacts including asthma and cardiovascular disease.

Ridership

The introduction of opportunity charging infrastructure at the transit center will optimize bus operations by minimizing downtime for recharging, ensuring reliable and punctual service for passengers. Furthermore, the use of electric vehicle charging infrastructure presents a unique opportunity to attract new riders to the public transportation system. By addressing key barriers to adoption and leveraging the benefits of electric vehicles, the project has the potential to significantly increase ridership.

Network-Wide Connectivity

The procurement of electric vehicle charging infrastructure will improve connectivity and improve accessibility of electric vehicle infrastructure throughout the region. The new charging infrastructure will allow other agencies in the region to use the new facilities and recharge whenever possible, reducing wait times for transit riders and improving connectivity.

Improve Safety

The installation of electric vehicle infrastructure would aid in the transition to a zero emissions fleet. Electric buses would improve comfort and safety for transit users as electric buses operate more quietly and produce lower noise levels than traditional internal combustion engines. The use of electric vehicle charging infrastructure and a zero emissions fleet would improve the quality of life for residents and enhances the overall attractiveness of the community.

Santa Maria Regional Transit Bus Rapid Transit (BRT)**GHG Reduction**

The Santa Maria Bus Rapid Transit (BRT) project will significantly reduce GHG emissions by deploying fully electric buses along this route. By replacing traditional diesel or gasoline-powered buses with zero-emission electric vehicles, the BRT system eliminates tailpipe emissions, resulting in a substantial reduction in carbon dioxide and other harmful pollutants, thereby mitigating climate change impacts and improving air quality for the community. These project features would yield significant greenhouse gas reductions, as described above under Quantifiable Component 9. By implementing a bus rapid transit system, the project would alleviate traffic gridlock and enhance the efficiency and reliability of public transportation. Signal priority would optimize traffic and reduce significant greenhouse gas emissions associated with single-occupancy vehicles operating in the project site. The deployment of all-electric buses as part of the BRT project represents a significant opportunity to reduce greenhouse gas emissions, improve air quality and advance climate resilience in Santa Maria. By leveraging clean energy technologies and promoting sustainable transportation solutions, the project would yield additional benefits such as a reduction of harmful pollutants and negative health impacts.

According to CalEnviroScreen 4.0, the PM2.5 percentile for this census tract is 11% higher than the census tracts in California indicating that particles from cars and trucks have the ability to affect children, the elderly, and people suffering from any chronic illness, leading to various health problems. CalEnviroScreen data also shows that diesel particulate matter, particularly exhaust from trucks, buses, trains in the area is 87% higher than the rest of the census tracts in California. Census tracts near the project site have an asthma rate that is higher than 87% of the census tracts in California and cardiovascular disease that is higher than 52% of the census tracts in California. The implementation of the proposed project would improve access to alternative transportation, reducing dependence on internal combustion engines, reducing air pollutants and negative health impacts including asthma and cardiovascular disease.

Ridership

The implementation of the Bus Rapid Transit (BRT) system on Broadway is expected to lead to an increase in ridership due to several key factors. Firstly, the BRT system offers faster, more reliable service with dedicated lanes, signal prioritization, and enhanced boarding infrastructure, making public transportation a more attractive option for commuters. Additionally, the extended operating hours and convenient access to key destinations along the corridor improve accessibility and accommodate a broader range of travel needs. Combined with the improved passenger experience and reduced environmental impact of electric buses, these factors are likely to encourage more people to choose public transit, resulting in an overall increase in ridership for the BRT system on Broadway.

Network-Wide Connectivity

The BRT system would improve network wide connectivity by expanding connections between different modes of transportation, including buses, trains, bicycles, and pedestrian pathways. This encourages multi-modal travel and provides passengers with greater flexibility and choice in how they get around the city. For example, passengers may choose to combine BRT with bike-sharing or park-and-ride facilities to complete their journeys more efficiently.

Improve Safety

The Bus Rapid Transit (BRT) project on Broadway has the potential to improve safety in several ways. Firstly, the implementation of dedicated bus lanes and signal prioritization can help reduce conflicts between buses and other vehicles, minimizing the risk of collisions and improving overall traffic safety. Additionally, enhanced pedestrian infrastructure, such as improved crosswalks and pedestrian signals at BRT stations, can enhance safety for pedestrians accessing transit stops. Furthermore, the use of electric buses reduces noise pollution and improves air quality, creating a safer and healthier environment for both passengers and pedestrians alike. Overall, the BRT project on Broadway aims to enhance safety for all road users through improved infrastructure, reduced congestion, and cleaner, quieter transit operations.

8B. Primary and Secondary Evaluation Criteria***Primary Evaluation Criteria***

As described above under project co-benefits, each of the projects included in this application would provide significant benefits to priority populations throughout Santa Barbara County. Furthermore, elements of the Charging Forward project included in this regional application will meet all of the objectives of the Transit and Intercity Rail Capital Program and provide opportunities for an inter-connected transportation system.

The following evaluation criteria will be met by the projects in this application:

Reduce GHG Emissions

As described in the section above, the proposed projects included in SBCAG's Charging Forward project significantly reduces GHG emissions through all quantifiable project elements. Utilizing quantification methodology, SBCAG estimates that the proposed project will realize a reduction of 285,076 MTCO₂e over the life of the project. The inputs and assumptions behind these calculations are documented above under Quantification Methodology. Each of the project elements are separated by transit operator, including COLT, SBCAG including CAE, SMRT, and SBMTD.

Increase ridership for Rail and Bus Transit Services

The project elements included in the Charging Forward project will expand service and improve connectivity throughout Santa Barbara County. The integration of a multi-modal transportation system will make transit more accessible for riders and provide connections to important employment opportunities, fostering mobility, system reliability, equity, and health and safety as described by the goals and objectives outlined in SBCAG's Connected 2050 RTP-SCS.

Overall, the project will increase transit ridership through the purchase of sixteen (28-foot) buses for COLT, five (45-foot) buses for CAE, and two (40-foot) buses for SBMTD, for a total of 23 electric buses. The purchase of replacement and expansion of electric buses will increase access to transit services in Santa Barbara County. Furthermore, the project will include a countywide contactless integrated fare system throughout the County which will make it easier for passengers who pay using different fare media or get no discount for "transferring" with cash. An integrated system across the county would create a more accessible and efficient transit experience for users across Santa Barbara.

SMRT BRT project proposes to establish a high-quality bus based public transportation system featuring dedicated bus lanes, level boarding stations, signal priority, and modern buses along State Route 135/Broadway, the City's most congested corridor. Through the implementation of a BRT system, the project will alleviate traffic gridlock and enhance reliability and access to ridership in the City of Santa Maria and provide a faster, more reliable service to surrounding cities.

In addition, the Charging Forward project will include transit facility improvements for COLT, SBCAG, SBMTD, and SMRT, which will increase accessibility, comfort, and ridership throughout the County. For example, among the projects listed in this application is SBMTD's Terminal 2 Project. The construction of Santa Barbara MTD Terminal 2 Phase 2 which will replace the existing 6,200 square foot operations and maintenance building at SBMTD's Terminal 2 in the City of Goleta will accommodate new electric buses and charging infrastructure. This transit center will provide charging facilities for other agencies throughout the region, including San Luis Obispo Regional Transit Authority (SLORTA) and CAE buses. Similarly, the City of Lompoc Transit Facility Solar Canopy Project will replace the existing transit maintenance and operations facility with a 185,000 square foot facility which will promote transit operations and fleet maintenance. The new transit facilities would increase ridership by expanding opportunities for transit services throughout Santa Barbara County. This new facility will provide charging services to COLT's electric fleet and CAE's fleet, among others.

Integrate the Services of State Rail and Transit Operations

In addition to connecting more residents and visitors to COLT, SBCAG, SBMTD, and SMRT improved route services, electric vehicles, and improved facilities, the project will create a more integrated transit network.

The introduction of the Countywide Contactless Integrated Fare System would create single payment system that can accept contactless EMV, mobile, institutional passes (e.g., student IDs), and employer-purchased media, while also facilitating transfer discounts and better ridership data collection. The integration of the Countywide Integrated Fare System would create a synchronized transit system for transit users across the county. The integrated system will allow for the collection of real time data that can optimize pricing and passenger traffic.

Improve Safety

The Charging Forward project will include several safety components. The Cabrillo Boulevard project will provide pedestrian and bicycle improvements as well as a new bus shelter. These improvements would promote pedestrian and bicyclist safety in the project site and surrounding community. The bus stop improvements would promote safety and comfort for transit riders in the city. These added amenities have the ability to reduce cyclist and pedestrian collisions near the project site. Additionally, the procurement of zero-emission vehicles by various transit agencies would improve safety by reducing dependence on internal combustion engines and reducing excess noise.

Pedestrian and Bicycle Improvements

The Cabrillo Boulevard Rail, Bicycle, and Pedestrian Improvements in the City of Santa Barbara will improve safety and accessibility for bicyclists and pedestrians and reconnect neighborhoods and businesses currently divided by U.S. 101 and the UPRR facility. The implementation of Class I multi-use paths and Class II bike lanes would significantly reduce collisions along Cabrillo Boulevard and offer opportunities for disadvantaged communities to connect with employment and recreational opportunities and public services not normally accessible.

Bus Shelters and Infrastructure Improvements

The Cabrillo project will also improve and relocate a bus stop to increase accessibility, safety, and comfort for transit riders. The Cabrillo Project will also include the reconstruction of the UPRRR bridge which will provide a standard 16-feet 6 inches of clearance under the new bridge. The combination of the project, peak hour rail, and other transportation projects will improve circulation and safety along this region.

The Charging Forward project would also improve safety across improved transit facilities. The new SBMTD Terminal 2 Operations and Maintenance Facility will ensure that buses are properly charged and maintained, allowing for increased safety for transit users. The Terminal 2 facility would improve bus safety and circulation in the surrounding area with new ingress and egress (gate and driveway) from the facility.

Secondary Evaluation Criteria

Sustainable Communities Strategies

Reduced Vehicle Miles Traveled

The quantifiable components in the CARB Benefits Calculator show a total project VMT reduction of 1,363,516,016 throughout the life of the projects across Santa Barbara. In addition, SBCAG estimates that the project will reduce vehicle miles traveled from automobiles and cut down on single-occupancy vehicle trips in ways over and above what quantifiable measures show.

The Charging Forward project is consistent with SBCAG's Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). The plan's preferred 2050 scenario based on moderate population growth in the Santa Barbara region aims to leverage denser developments and improved public transportation.⁷

The preferred scenario aims to:

- ✓ Reduce overall vehicle miles traveled.
- ✓ Reduce overall roadway congestion.
- ✓ Reduces average vehicle trip.
- ✓ Increase in accessibility to transit by 10%
- ✓ Increase accessibility to transit for low-income populations by 33%
- ✓ Increase transit ridership by 5%
- ✓ A reduction in per capita on-road motor vehicle fuel consumption

The Charging Forward project would be consistent with the RTP-SCS through the expansion of transit services and increased transit accessibility for low-income and disadvantaged populations in Santa Barbara County. The project would introduce new transit facility improvements for COLT, SBMTD, and SMRT. As previously discussed, the SMRT's BRT project will establish a high-quality bus based public transportation system featuring dedicated bus lanes, level boarding stations, signal priority, and modern buses along State Route 135/Broadway. The BRT project would lead to an overall reduction in roadway congestion and an increase in ridership due to several key factors, including more reliable service with dedicated lanes, signal prioritization, and enhanced boarding infrastructure.

The implementation of a Countywide Contactless Integrated Contactless Fare System would also increase accessibility by creating a single payment system that would provide a synchronized transit system for easier, more accessible, and efficient rides and transfers throughout the county.

The Cabrillo Boulevard Rail, Bicycle, and Pedestrian Improvements in City of Santa Barbara will improve accessibility for bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by the U.S. 101 and UPRRR facility by adding Class I multiuse paths and Class II bike lanes. These improvements would reduce overall vehicle miles traveled, reduce on-road motor vehicle fuel consumption by eliminating gaps in bicycle and pedestrian networks and increasing multimodal opportunities.

Coordinating with local governments to facilitate the location of additional employment and/or housing within ½ mile of the project transit stop or station area.

Prohousing Policies

The jurisdictions served by the Charging Forward project included in this application currently have prohousing policies in effect. The jurisdictions with these policies are the Cities of Santa Barbara and Goleta and the County of Santa Barbara. The City of Santa Barbara City Council recently passed a resolution directing staff to apply for HCD's Prohousing Designation. The City of Goleta and the County of Santa Barbara are just beginning their respective Housing Element updates, and plan to incorporate several more of the policies mentioned here. The City of Santa Maria adopted the City of Santa Maria Sixth Cycle Housing Element 2023-2031 on December 5, 2023.

⁷ SBCAG (2021) 2025 Connected Regional Transportation Plan Sustainable Communities Strategy p. 3-41.
<https://www.sbcaq.org/wp-content/uploads/2023/09/Connected-2050-Final.pdf>

The corridors and neighborhoods served by SBMTD Lines 6, 7, and 11 and the micro transit zones have a significant amount of affordable housing development either built or planned. Developments include housing for very low-, low-, moderate-, and middle-income residents. These developments serve veterans, seniors, downtown workers, formerly homeless individuals, farmworkers, families, and people with developmental disabilities. All of these projects have densities and locations that correlate with higher transit use and lower VMT per household.

In addition to affordable housing, the City of Santa Barbara has an average unit-size density (AUD) program that provides higher density for multi-unit buildings and requires fewer or no parking spaces when projects are built in specific infill areas of the City. Since its adoption in 2013, the program has produced 539 market-rate units and 206 affordable units. Another 499 market-rate and 101 affordable units (63 low-income and 38 moderate-income units) are pending review and approval. The City of Santa Barbara Housing Element, adopted by City Council in December 2023 and certified by the Housing and Community Development in February 2024 identifies how the city will accommodate its Regional Housing Needs Allocation (RHNA) of 8,001 units at different levels of affordability and affirmatively be constructed by 2031 to further fair housing across the County of Santa Barbara. The Downtown Santa Barbara area, where MTD's Transit Center is located, is increasingly home to more technology employers. In January 2020, Amazon located a 300-person office in the same city block as the Transit Center. Similarly, the City of Goleta has a major technology and aerospace presence, with offices located along the key State/Hollister Corridor.

The City of Lompoc's Homebuyer Assistance Program offers assistance to expand homeownership opportunities in the community of Lompoc.⁸ The program helps bridge the homeownership affordability gap for local residents by providing 3-year deferred payment loans for first-time lower income homebuyers. This program removes financial barriers to the dream of homeownership by lowering home acquisition and carrying costs. This program offers opportunities for priority populations to find affordable housing near expanding transit services.

Expanding Existing Rail and Public Transit Systems

The Charging Forward project will expand public transit systems in a variety of ways. The City of Lompoc Transit Facility Solar Canopy Project will replace the existing transit vehicle maintenance and operations facility at the City's Corporate Yard. The new facility would accommodate the maintenance, storage, and operational management of the current and future City transit systems. The project will also complete the Phase Terminal 2 Project proposed by SBMTD. The Phase 2 Terminal 2 facility would build a state-of-the-art fully electrified zero emission bus facility. With a full buildout of Terminal 2, systemwide deadhead can be reduced by approximately a third, and almost half of MTD's 37 bus routes would be able to originate out of this facility instead of MTD's Terminal 1, located 8.4 miles to the East. As a result, buses operated by SBMTD will be housed and charged much closer to where their routes begin and/or end, reducing fuel costs, vehicle miles traveled, and personnel hours. Furthermore, the implementation of the Countywide Integrated Fare System would increase and improve service in the region.

Enhancing the Connectivity of Transit Systems

As previously discussed, the Charging Forward project will enhance the connectivity of transit services through the implementation of the Countywide Integrated Fare System. The Countywide Integrated Fare System would create a single payment system that can accept contactless EMV, Mobile, institutional passes, and employer-purchased media. The integrated fare system would make riders and transfers more efficient across the county.

Investing in Clean Vehicle Technology

The Charging Forward project will invest in clean vehicle technology and infrastructure across Santa Barbara County. The project will purchase 23 electric vehicles to replace diesel and internal combustion engines across multiple transit operators.

The project will also invest in charging infrastructure, photovoltaic solar panels, and battery energy storage systems across transit facilities in the County. The City of Lompoc Transit Facility Solar Canopy Project will procure and install twelve to fifteen level 2 charging stations and two level 3 charging stations (also known as DC fast charging (DCFC)). The level 2 charging stations will be located throughout the proposed bus fleet parking area and consist of two ports per charging station. The project would also implement photovoltaic solar canopies and a microgrid battery energy storage system to capture excess solar energy.

⁸ City of Lompoc. Homebuyer Assistance Program. <https://www.cityoflompoc.com/home/showpublisheddocument/38529/638308257599230000>

As part of the project, SBMTD's buildout of Phase 2 Terminal 2 will include photovoltaic solar arrays and battery storage as part of a vital microgrid to ensure continuity of operations. SBMTD envisions that the microgrid will include distributed energy resources like solar photovoltaic panels, battery storage, pre-existing generators, and other generation assets.

The project will install charging infrastructure at SMRT's Transit Center to allow for rapid charging of electric buses during layovers. Currently, the bus yard only has the capacity to charge two vehicles at a time. The implementation of charging infrastructure would help facilitate the transition to zero emission buses in Santa Maria and Santa Barbara County.

The implementation of renewable self-generation and energy storage will make COLT, SBMTD and SMRT services and the community as a whole more resilient in several ways. First, the project would reduce demand on the grid, as COLT and SBMTD would be generating and storing energy, instead of pulling entirely from the larger grid and competing with residents and businesses for resources when charging an electric fleet. Second, this means a resilient transportation network. Major wildfires in the backcountry that threaten vital transmission infrastructure are a regular occurrence. Public Safety Power Shutoffs (PSPS) have been planned during times of high-risk fire weather, meaning the take down of the power supply, right when evacuations and rescues are most likely to occur. In addition to the threat of wildfire, the Santa Barbara region is vulnerable in two other ways. The South Coast of Santa Barbara County is the end of the line for Southern California Edison's (SCE) service territory. Transmission-vulnerable and disaster-prone, the Goleta Load Pocket (GLP) encompasses MTD's facilities and is served by a 66KV line running through the rugged backcountry of the Santa Ynez Mountains. Often described as being located at the end of a stretched extension cord, there is a lack of redundancy for the area's grid reliability. While SCE is in the process of increasing grid reliability in the area, this project will be ongoing for over a decade to come.

The other source of vulnerability is the lack of multiple major transportation corridors. Located between the Pacific Coast and the Santa Ynez Mountains, Santa Barbara relies on the U.S. 101 Freeway as the only north/south connection to jobs, schools, and other key destinations for all residents of the region. As has been on horrifying display several times in recent memory, a major incident can close off the 101 Freeway, stranding or blocking essential workers from getting to or from their jobs. In 2005, a landslide occurred in La Conchita, a small community on the county line between Ventura and Santa Barbara Counties. In addition to killing 10 people and destroying dozens of homes and other buildings, the 400,000 tons of mud and debris cut off the 101 corridor for several days.

On January 9, 2018, a major rainstorm occurring right on top of the burn scar from the enormous Thomas Fire from a month earlier caused a major debris flow in the Santa Barbara County community of Montecito, killing 23 people, destroying 130 homes, and causing hundreds of millions of dollars in damage. Additionally, the rainstorm filled the 101 corridor with head high mud, rock, and other debris for nearly two weeks, meaning that the thousands of first responders, teachers, and healthcare workers who work in Santa Barbara but live in Ventura County were unable to commute to work in their normal fashion. SBMTD was able to use buses to bring evacuated debris flow victims and their pets to emergency shelters. There was also a coordinated effort with other regional transit providers to caravan up from Ventura County and Carpinteria with police escort, carrying these essential workers to their important work in the Santa Barbara area. All of these efforts would not be possible if power was unavailable to an all-electric fleet.

The implementation of charging infrastructure, photovoltaic solar panels, and microgrid battery energy storage system across COLT, SBMTD, and SMRT transit facilities would expand opportunities for a more resilient electric fleet across the county.

Promoting Active Transportation

A component of the application includes the Cabrillo Boulevard Rail, Bicycle, and Pedestrian Improvements in the City of Santa Barbara. The project would implement Class I multiuse paths and Class II bicycle paths. The project would remove barriers to accessibility for historically disadvantaged communities divided by U.S. 101 and the UPRRR facility by eliminating gaps in bicycle and pedestrian networks and increasing multimodal opportunities. Additionally, the Cabrillo project will provide access to the California Coastal Trail, a statewide initiative to create a continuous public trail system spanning over 1,200 miles from Oregon to Mexico. As part of the project, Caltrans and SBCAG have partnered with state, regional, and local agencies to complete various gaps in the trail and provide an interconnected system of bicycle and pedestrian facilities from Ventura to Santa Barbara. The project would also feature bus stop improvements that currently lack accessibility due to the sidewalk gap. Caltrans and SBACAG have partnered with the local agencies to construct an enhanced bus stop and new bus shelter at the westbound side of Cabrillo Boulevard.

In addition, the two battery-electric buses purchased by SBMTD will be outfitted with 3-position bike racks, which continues an effort begun with MTD's Cycle 5 project, to transition existing 2-position bike racks to 3-position bike racks. In a survey of MTD bike and bus riders before the replacements began, 78% said they had experienced a bike rack being full when a bus arrived at their stop when they intended to bring their bike with them on their bus trip. Expansion of bike carrying capacity is in high demand and will promote pairing active transportation with transit trips.

MTD has worked with Santa Barbara BCycle, the City of Santa Barbara's electric bikeshare system, to install bikeshare docks at MTD's downtown Transit Center. These bikes provide good first/last mile connectivity for riders of all MTD routes, including Lines 6, 7, and 11. This will allow bus riders to easily connect their bus trip with a bikeshare trip. In addition to bikeshare docks, MTD recently installed improved bike infrastructure as part of a major Transit Center renovation, replacing old hitching post-style bike racks with more secure hoop racks.

Improve Public Health

As previously discussed, through a reduction of vehicle emissions and general VMT, air quality and public health will be improved with the project. Active transportation opportunities will be an important source of physical activity which can be critical to reducing health issues across populations.

2. Priority Populations

As discussed in Section F below, the Charging Forward project meets the necessary criteria to benefit the priority population in the region, providing direct benefits to low-income communities.

- A.** In addition to directly serving these priority population communities with project elements, significant outreach and engagement has taken place throughout Santa Barbara County. Per CARB's Priority Population Benefit Criteria Table for TIRCP, the project provides direct benefits to priority populations. This project qualifies as several components of the project are located within census tracts identified as low-income communities. The applicable project types include: new or replacement buses, new transit services, or service improvements and supporting infrastructure, other new vehicles or equipment and supporting infrastructure, transit station and stop improvement, and production of renewable, low-carbon transportation fuel.
- B.** There are not currently any community workforce agreements or project labor agreements in place for the project.

3. Collaboration

The Charging Forward regional application would ensure collaboration between various transit agencies including CAE, COLT, SMRT, SBMTD, and SBCAG. For project improvements for the SBMTD facility, MTD has formulated an agreement with LOSSAN Rail Corridor Agency that provides free transfers to MTD's fixed route transit services with a valid Amtrak Pacific Surfliner Ticket. Additionally, MTD has coordinated with SBCAG and the City of Goleta, to launch an open-loop contactless payment system with SBCAG's Clean Air Express transit service in July 2021. The implementation of these projects would continue to promote regional collaboration across Santa Barbara County.

4. Geographic Equity

The Charging Forward Project will increase service and connectivity through Santa Barbara County, including throughout CAE, COLT, SBMTD, SMRT, and SBCAG's service areas. These service areas provide transit operations to multiple cities across the county, including the City of Santa Barbara, City of Guadalupe, City of Goleta, City of Santa Maria, and City of Lompoc.

5. Consistency with the Connected 2050 RTP-SCS

SBCAG's Connected 2050 RTP-SCS incorporates several transit-related goals, objectives, and policies that are applicable to the project. The proposed projects would be consistent with the five goals that guide the development of Connected 2050:

- Environment: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.
- Mobility and System Reliability: ensure the reliability of travel by all modes.
- Equity: Ensure that the transportation and housing needs of all socio-economic groups that are adequately served.

- Health and Safety: Improved public health and ensure the safety of the regional transportation system.
- A prosperous economy: Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

The following policies would be consistent with the proposed projects:

Air Quality

Policy 1.2.1: Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill (SB 375).

Alternative Fuels and Energy

Policy 1.3.1: Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.

Policy 1.3.2: Promote renewable energy and energy conservation, consistent with federal, State, and local energy programs, goals, and objectives.

Alternative Transportation Modes

Policy 2.3.1: Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike walk and transit mode share.

Policy 2.3.4: Promote inter-regional commuter transit and rail service.

Policy 2.3.5: Promote local and inter-city transit.

Access

Policy 3.1.1: Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrian, bicyclists, transit riders, and other vehicles.

Policy 3.1.2: Ensure that the transportation needs for all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.

Policy 3.1.3: Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).

Health and Safety

Policy 4.1.1: Enhance safety of all facilities.

Public Health

Policy 4.2.1: Active transportation to promote alternative modes of transportation and physical activity (transit, biking, walking).

6. Benefits to Freight

The proposed projects included in this application would also yield significant benefits to freight. In Santa Barbara County, freight moves on the region's only highway, Highway 101 – one of the only two main north-south corridors in California. Traffic traverses this corridor into major industrial and commercial areas. Freight on route to the Port of Hueneme in Ventura County contributes to major truck traffic along Highway-101. As transit ridership increases across Santa Barbara County, less vehicle traffic will impact freight movement along Highway 101. The various projects included in this application will ensure that transit vehicles remain in service to alleviate unnecessary growth of passenger VMT along congested freight corridors.

7. Supplemental Non-State Funding

Supplemental non-state funding of the project can be found in the Statement of Work. In addition to state funding, the projects will utilize both discretionary and formula Federal Transit Administration (FTA) sources such as Section 5307 – Urbanized Area Formula Program, Section 5339 - Bus and Bus Facilities, and Section 5339c – Low or No Emission Grant Program. Projects will also use local Measure A sales tax funding to supplement TIRCP funds.

8. Financial Planning

The projects included in this application will be supported using a combination of recurring local, state and federal revenue sources. These include Santa Barbara County Measure A, Local Transportation Fund, State Transit Assistance, California State of Good Repair, and Federal Transit Administration Sections 5307, and 5339 revenues. SBMTD also will develop a future transit-oriented housing project on SBMTD owned land as a lease income stream, and absence of major pension and retiree liabilities, MTD is able to operate the projects outlined in this proposal. This foundation combined with TIRCP funds will bring project success.

8C. Useful Life of Project Components

The proposed projects included in this application would have varying useful life years. The following useful life years are estimated per asset:

| Table 2: Project Asset Useful Lives | |
|--|----------------------|
| Asset Type | Useful Life of Asset |
| City of Lompoc Transit | |
| Procurement of 16 Electric Vehicles | 15 |
| Transfer Facility EV Charging | 10 |
| Photovoltaic Solar Canopies and Microgrid Battery Storage System | 10 |
| Santa Barbara MTD | |
| Phase 2 Complete Terminal 2 Project | 40 |
| Procurement of two (2) battery electric | 14 |
| Clean Air Express | |
| Procurement of five (5) Battery Electric Motor Coach (CAE) | 14 |
| Santa Barbara County Association of Governments | |
| Cabrillo Boulevard: Replacement of UPRR Undercrossing, pedestrian, and bicyclist improvements | 20 |
| Countywide Integrated Fare System | 15 |
| Santa Maria Regional Transit | |
| Installation of electric bus charging infrastructure | 30 |
| BRT dedicated bus lanes, level boarding stations, and signal priority | 20 |

8D. Private Infrastructure

The Charging Forward project does not propose to improve private infrastructure.

8E. Other Greenhouse Gas Reduction Programs

City of Lompoc Transit has designated LCTOP funding for the purchase of photovoltaic panels for the Transit Facility Solar Canopy Project. This funding has already been secured for the purchase of photovoltaic panels, as Santa Barbara County transit operators agree to a formula allocation of the LCTOP population-based funding. Additional TIRCP funding is required to enhance the purchase power and installation of photovoltaic panels and solar canopy system. Without TIRCP funding, there will be no project benefits, as other funds will need to be secured to complete the project.

When acquiring new medium- and heavy-duty hybrid and zero-emission vehicles, MTD participates in the California Air Resources Board's (CARB) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). As a public transit agency, MTD is eligible for HVIP's Public Transit Set-Aside. Not only does the Transit Set-Aside dedicate a portion of the HVIP funding to California's public transit agencies, it provides more flexibility in how those monies may be leveraged and earned. The Public Transit Set-Aside increases the redemption timeline from 18 months to 36 to provide transit agencies more time to fulfill HVIP participant requirements; it allows for use of a Letter of Intent as opposed to a purchase order to demonstrate a transit agency's commitment to purchasing a hybrid or zero-emission vehicle, thereby allowing the agency to secure HVIP vouchers in advance of vehicle order placement; and HVIP can be used as local match on federal grant applications, which allows transit agencies to free-up other sources of match funding.

As part of the local match identified for the Clean Air Express Fleet Replacement project, SBCAG intends to utilize the California Hybrid and Zero-emission Truck and Bus Voucher Program (HVIP) to decrease the cost per vehicle purchase by \$120,000 each (or \$600,000 total). The HVIP program is an application-based voucher program with limited funding availability. Should program funding become unavailable or not available in the full amount, SBCAG is prepared to increase its utilization of available Federal Transit Administration revenues and local Measure A sales tax revenues for to the Clean Air Express to maintain the stated local match. *The project benefits will not change, there will be no change in the statement of work (i.e. number of vehicles replaced), nor cause an increase in the requested Cycle 7 TIRCP funding.*

8F. Relevant Studies and Planning Documents

The following studies and planning documents inform the project. Included below are links to several regional and local planning documents concerning zoning, housing, Sustainable Communities Strategies, air quality, and active transportation. Additional policy documentation is included in **Appendix H**, Relevant Studies and Planning Documents.

| City of Santa Barbara

- **City of Santa Barbara Zoning Information**, <https://santabarbaraca.gov/services/construction-land-development/reference-library/reference-library-maps>
- **City of Santa Barbara Bicycle Master Plan**, <https://santabarbaraca.gov/government/departments/public-works/public-works-downtown-team/transportation-policy>
- **City of Santa Barbara Vision Zero Strategy**, <https://santabarbaraca.gov/VisionZero#:~:text=Vision%20Zero%20is%20a%20strategy.and%20equitable%20mobility%20for%20all>
- **City of Santa Barbara Circulation Element**, <https://cosantabarbara.app.box.com/s/z9h6t9g0y1fnsqc3bb27xw4r344y5lxo>
- **City of Santa Barbara Pedestrian Master Plan**, <https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Pedestrian%20Master%20Plan/Chapter%2001%3A%20Introduction.pdf>

- **City of Santa Barbara Capital Improvement Program FY24-28**, <https://records.santabarbaraca.gov/OnBaseAgendaOnline/Documents/ViewDocument/Council%20Agenda%20Report%20-%20FIVE-YEAR%20CAPITAL%20IMPROVEMENT%20PROGRAM%20FOR%20FISCAL%20YEARS.pdf?meetingId=858&documentType=Agenda&itemId=27287&publishId=18367&isSection=false#:~:text=The%20CIP%20for%20Fiscal%20Years,year%20planning%20period%20plus%20Future>
- **City of Santa Barbara Climate Action Plan**, <https://sustainability.santabarbaraca.gov/programs/climate-action-plan>

| City of Santa Maria

- **City of Santa Maria 6th Cycle Housing Element 2023-2031**, <https://www.cityofsantamaria.org/services/departments/community-development/planning-division/planning-policies-and-regulations/housing-element>
- **City of Santa Maria Zoning**, <https://www.cityofsantamaria.org/home/showpublisheddocument/10037/636837414217430000>
- **Santa Maria Regional Transit Innovative Clean Transit (ICT) Rollout Plan, May 2022**, <https://pub-santamaria.escribemeetings.com/filestream.ashx?DocumentId=2836>

| City of Lompoc

- **City of Lompoc Environmental Justice (April 2024 Draft)**, <https://www.cityoflompoc.com/home/showpublisheddocument/40173/638501488984870000>
- **City of Lompoc Home Buyer Assistance Program Guidelines**, <https://www.cityoflompoc.com/home/showpublisheddocument/38529/638308257599230000>
- **City of Lompoc Zoning**, <https://gis.ci.lompoc.ca.us/portal/apps/webappviewer/index.html?id=9c5c7b1dad0e4c7ba0ea8a3f44d44eb7>
- **Zero Emission Fleet Transition Plan Implementation Analysis (See Appendix H)**

| Santa Barbara County Association of Governments (SBCAG)

- **SBCAG Connected2050: Regional Transportation Plan and Sustainable Communities Strategy**, <https://www.sbcag.org/wp-content/uploads/2023/09/Connected-2050-Final.pdf>
- **Santa Barbara County Association of Governments Active Transportation Plan**, <https://content.civicplus.com/api/assets/11fcd3bc-c7f8-4022-8769-a34decd8cd6e>
- **SBCAG Clean Air Express Zero Emissions Bus Rollout Plan**, <https://sbacag.civicweb.net/document/10224/Clean%20Air%20Express%20Zero%20Emissions%20Bus%20Rollout%20PI.pdf?handle=3AA5B449ACB94073B94F23E980815EA5>

| Santa Barbara MTD

- **Santa Barbara MTD Facilities Master Plan Executive Summary Report (See Appendix H)**
- **Santa Barbara MTD Zero ZEB Power Modeling Study (See Appendix H)**
- **Santa Barbara MTD Strategic Plan 2016-2021**, https://sbmttd.gov/download/publications/Miscellaneous/2016_Strategic_Plan_Final.pdf
- **Santa Barbara MTD Moves Ahead Short Range Transit Plan**, https://sbmttd.gov/wp-content/uploads/2022/11/20221101-MTD-Moves-Ahead-Short-Range-Transit-Plan_FINAL.pdf

8G. Network Integration

The project improves network integration through the implementation of several of the named projects by facilitating increased capacity at transit centers and shared maintenance facilities and improved access to shared transit stops through expansion of services, such as the SMRT BRT. But also, and more specifically the goal of network integration will be directly facilitated via the proposed Contactless Countywide Integrated Fare System. The new system will create a single fare payment process and rider account platform across all public bus and demand response transit services in the county. This system will leverage the State's investment with the CAL-ITP open-loop, contactless EMV "Tap-to-ride" program, providing a uniform and seamless rider and transfer experience across multiple transit operators. As noted, the project will also integrate bus services by expanding transit facilities across the region. For example, the proposed COLT facility is a shared facility which will provide critical charging of not just the COLT fleet but also the CAE regional fleet. As well the SMRT Transit Facility will provide charging for the regions operators, including SMRT, CAE, Guadalupe and San Luis Obispo RTA. Further the investments in these facilities, as well as for the SBMTD Terminal 2 Phase 2, facilitates network coverage and expansion that is both energy and cost efficient, ensuring accessibility to routes that may not otherwise be serviceable.

8H. Favorable and Unfavorable Impacts

As described in the above sections, The Charging Forward Project in Santa Barbara County presents several favorable impacts that can significantly enhance the region's public transportation system. The transit electrification element will substantially reduce greenhouse gas (GHG) emissions and improve air quality, contributing to a healthier environment for residents, and supplemental charging infrastructure will ensure efficient operation and reduces dependency on fossil fuels. Additionally, the project will integrate fares on all systems, making transfers and public transportation throughout the county more convenient and accessible. The establishment of a Bus Rapid Transit (BRT) system in Santa Maria will further alleviate traffic congestion and improve transit reliability, making public transportation a more attractive option for commuters. The safety improvements at the Cabrillo undercrossing will create safer bicycle and pedestrian connections to transit, occupational needs, and recreational opportunities. Overall, the Charging Forward Project will provide cleaner, more convenient transit options and important connections throughout the county.

Unfavorable impacts are limited but could occur. Electric buses require refueling more often than diesel buses, and take longer to fuel each time. This could disrupt transit operations, especially for long routes. This is why the entire project is necessary to ensure all projects are benefiting transit riders. Purchase of electric buses must be accompanied by transit facility improvements, which will allow agencies to charge their vehicles without disrupting their operations. There is also a learning curve when adopting new technologies such as electric buses, accompanying charging infrastructure, and contactless fare systems. This is a temporary disruption that will ultimately improve the transit experience. Despite these challenges, the long-term benefits of the project, including reduced emissions, improved transit efficiency, and enhanced user experience, are expected to outweigh the temporary setbacks.

F. Disadvantaged Communities, Low Income Communities/ and or-Low Income Households

9. Disadvantaged Communities, Low-income Communities, and/or Low-Income Households (Priority Populations)

As previously discussed in the primary and secondary evaluations criteria, this project meets the criteria that is necessary to benefit priority populations in Santa Barbara County.

The project would provide direct benefits to priority populations according to the CARB Sustainable Transportation and Equipment Benefit Criteria Tables included as **Appendix I** Under CalEnviroScreen 4.0, Santa Barbara County has no officially designated Disadvantaged Communities (DAC). However, as indicated Priority Populations maps (**Appendix A**) there are several low-income and disadvantaged communities as defined by AB 1550 that would be served by the project. In addition, CalEnviroScreen 4.0 data included in **Appendix B** indicates that transit operators serve areas with varying environmental, health, and socioeconomic experiences across census tracts in the county. The priority population census tracts, location, and project components serving the area are shown below in **Table 3**.

Table 3: Priority Populations

| Project | Census Tract(s) | Priority Population |
|---|---|---------------------|
| City of Lompoc | | |
| City of Lompoc Transit (COLT) Facility | 27.03 | Low-Income |
| Clean Air Express Fleet Replacement | 31.02, 27.08. | Low-Income |
| Countywide Integrated Fare System | 31.02, 27.07, 27.08, 27.02, 27.03, 27.05, 28.02 | Low-Income |
| City of Lompoc Transit (COLT) Electric Bus Purchase | 28.06, 28.02, 27.05, 27.06, 27.02, 27.03, 27.07, 27.08 | Low-Income |
| City of Goleta | | |
| SBMTD Facility | 30.01 | Disadvantaged |
| Clean Air Express Fleet Replacement | 30.01 | Disadvantaged |
| Countywide Integrated Fare System | 30.01 | Disadvantaged |
| City of Guadalupe | | |
| Countywide Integrated Fare System | 25.02 | Disadvantaged |
| City of Santa Maria | | |
| Clean Air Express Fleet Replacement | 20.05, 20.07, 20.09, 21.03, 21.02 | Low-Income |
| Santa Maria Regional Transit (SMRT) Bus Purchase/ SMRT Transfer Facility | 22.06, 23.04, 21.03, 24.02, 24.04, 24.03, 22.06, 23.03, 22.05, 23.05, 22.09 | Low-Income |
| Countywide Integrated Fare System | 22.11, 20.05, 20.07, 20.11, 24.02, 24.04, 21.02, 24.03, 22.06, 22.05, 23.03, 23.05, 22.09, 22.10, 23.06 | Low-Income |
| City of Santa Barbara | | |
| Clean Air Express Fleet Replacement | 11.01, 13.04, 03.02, 03.01, 01.02, 01.01, 10.00 | Low-Income |
| Countywide Integrated Fare System | 01.01, 01.02, 13.04, 03.02, 11.01, 03.01, 10.00, 11.02, 12.06, 09.00 | Low-Income |
| Cabrillo Blvd Rail, Bicycle, and Pedestrian Improvements | 08.04 | Low-Income |

9A. Priority Population Consultation

Throughout the planning process of the proposed projects, agencies engaged in additional efforts to consult disadvantaged or low-income stakeholders. The following engagement efforts have taken place or are currently in the process:

COLT

The City of Lompoc Transit is in the process of drafting the City of Lompoc Transit Reimagined Study. The study would create a multi-part engagement strategy. The project would consist of an engagement strategy that places community awareness and discussions at the forefront. Community and stakeholder engagement would be focused on existing transit riders and historically mobility-disadvantaged populations, and the community at large.

SBMTD

In 2021, SBMTD received a Caltrans Sustainable Communities Planning Grant to create a new Short Range Transit Plan. This project is called SBMTD Moves Ahead (MTD Avanza in Spanish), to create a Short-Range Transit Plan that will guide bus serve development, infrastructure investment, and capital needs for MTD's bus system over the next five years. This process consisted of community surveys, virtual listening sessions, and various stakeholder meetings with the following agencies to have in-depth conversations about development trends, public works projects and climate action plans: Cities of Santa Barbara, Goleta, Carpinteria, County of Santa Barbara, SBCAG, and UC Santa Barbara.

SBCAG

SBCAG held public meetings with City of Santa Barbara City staff to discuss the Cabrillo Boulevard project. Community engagement meetings were held in both Spanish and English, virtually and in person. SBCAG also provided project information sheets in Spanish and English on the City of Santa Barbara's website. Additionally, as related to Clean Air Express and fare payments, in-person outreach was recently conducted with transit riders in both the cities of Santa Maria and Lompoc to solicit rider feedback and inform decision making. Materials were provided in English and Spanish, along with verbal interpretation for the Mixteco community.

SMRT

In October 2021, SMRT held six virtual workshops and two in-person workshops to assess the current transit system and make realignment recommendations to its Short-Range Transit Plan. As described in the City's ICT Zeb Roll Out Plan, City Council held a study session to better inform bikeshare and active transportation options in the City.

9B. Additional Efforts in Scope

As project components become fully funded and planned for development and execution, additional community engagement will be undertaken by each agency involved in the Charging Forward Project.

G. Employment and Workforce Development and Training Benefits

There are not currently any community workforce agreements or project labor agreements in place for the project.

10. New Datasets

The installation of charging infrastructure for electric buses presents an opportunity to gather real-time data on energy consumption, charging patterns, and infrastructure performance. By implementing smart meters and monitoring systems, transit agencies across the county can collect data on charging sessions, energy usage, and system efficiency, providing valuable insights into the operation and optimization of the charging infrastructure. Similarly, the Contactless Countywide Integrated Fare System will provide improved data through the implementation of a synchronized fare system across various transit agencies. This will aid transit planning and operations activities with the ability to visualize transit riders' payments down to the route and stop for individual trips but also for end-to-end transit journeys. This will inform planning efforts to improve stop amenities, operations planning and market need/demand. Additionally, better payments data will assist with more accurate reporting for state and federal programs, such as the National Transit Database.

H. Proposed Project Implementation and Project Management

SBMTD

SBMTD has a proven track record of project implementation and project management. Experienced Capital Project Managers are currently engaged in various Construction projects and have managed the acquisition of 22 electric battery buses with chargers. Weekly project meetings are held and the General Manager conducts bi-weekly Capital Project Meetings with the Project Managers and the Executive Team. The Director of Finance and Administration, with over 25 years of Government grant Procurement and contracting experience and over 15 years of Construction and Development experience oversees the Procurement and Finance Departments. A seasoned Senior Purchasing Agent with over 15-years experience supports the Contracting, Contracting Oversight and Change Order Management, all carried out under the SBMTD Purchasing Manual policies which were reviewed by the Federal Transportation Agency (FTA) for conformance with state, local, and federal law as identified in 2 CFR Part 200 government procurement in May 2024. MTDs Procurement standards and documentation were found to be in compliance with no findings. This included, proper public solicitation, bid evaluation, and contracting, including change orders and contract amendments. SBMTD has engaged the professional services of Construction Management, (current contract is with Kitchell), to assist supporting the project with specific technical expertise in government capital facilities.

The Chief Operating Officer oversees the organization's Risk Management with staff dedicated to focus on safety and asset protection. These staff have built relationships with the personnel contracted to administrate the Worker's Compensation and Liability programs as well as the Insurance Brokers for accurate and seamless risk management and asset protection.

Clean Air Express Bus Replacement

Through this project SBCAG intends to replace five (5) diesel motor coaches with battery electric motor coaches. SBCAG staff assigned to this project has previous experience procuring similar battery electric vehicles through multiple procurement methods, such as through a Request for Proposals, State leveraged master service agreements as well as cooperative joint procurements. It is anticipated that due to the recent changes and improvements in battery technology, an RFP will be administered for this project to procure the necessary rollingstock vehicles. Additionally, SBCAG staff that is assigned to this project has experience with overseeing design, specifications, procurement, and installation of electric vehicle supply equipment (EVSE), which includes the required depot chargers, electrical infrastructure upgrades and working with local utilities for before-the-meter (grid utility-side) improvements. Contracts are anticipated to be awarded for vehicles construction, vehicle inspection, facility design, charger depot equipment, and facility construction. Again, oversight of these contractors will be performed by the experienced staff in SBCAG's Multimodal Division that recently completed purchase of eight (8) BEBs with associated contracted services for design, charger equipment and electrical upgrades. This activity will be supported by the SBCAG Finance-Administration division, which shall assist with procurement administration, as well as the Programming division, which shall assist with grant administration with Caltrans and CTC actions. The Multimodal Programs will be responsible for arranging project team meetings, which will occur no less than monthly.

Countywide Contactless Integrated Fare System

Through this project SBCAG intends to implement a regional, integrated fare system across all fixed route and demand-response transit services. SBCAG staff assigned to this project has previous experience procuring similar systems both using the Cal-ITP DGS-supported state procurements, as well as through administration of competitive procurements through a Request for Proposals (RFP). It is anticipated that this project will leverage the Cal-ITP procurement initially for the base system equipment, and work with the selected service and equipment providers to finalize system specifications and configuration of fare structures. Additionally, SBCAG staff that is assigned to this project has experience with overseeing design, specifications, procurement and installation of such systems, including those systems that are operated by multiple transit agencies. Memoranda of Understanding (MOUs) are anticipated between SBCAG and the participating agencies to memorialize such items as roles and responsibilities related to indemnification, equipment usage, inventory and asset management. General procurements and invoice reconciliation activity will be supported by the SBCAG Finance-Administration division. As well, the Programming division shall assist with grant administration with Caltrans and CTC actions. The Multimodal Programs division will be responsible for arranging project team meetings between the project partners and vendors, which will occur no less than monthly.

SMRT

| Bus Rapid Transit

The City of Santa Maria is well on its way to delivering a successful BRT system on time and within budget. To achieve this, we have the following project implementation and management plan that outlines the following key areas:

Contracting:

- We will utilize a on-call contractors architecture & engineering contractors, construction contractors and the similar already awarded to address specific milestones of the BRT project.

Contract Oversight:

- A dedicated project management team will be established, comprised of qualified engineers, project managers, and financial experts. This team will be responsible for overseeing all contractor activities, ensuring adherence to project specifications, timelines, and budgets.
- Regular progress reports and inspections will be conducted to identify and address any potential issues early on.

Change Order Management:

- A formal change order process will be implemented to manage any unforeseen modifications to the project scope.
- All change orders will require thorough review and approval by the project management team and relevant stakeholders before being authorized. This ensures transparency and minimizes cost overruns.

Risk Management:

- A comprehensive risk assessment will be conducted to identify potential risks associated with the project (e.g., delays due to material shortages, environmental concerns, public opposition).
- Mitigation plans will be developed for each identified risk to minimize their impact on the project schedule and budget.
- The risk management plan will be reviewed and updated regularly throughout the project lifecycle.

| Opportunity Charging

Contracting:

- We have implement an on-call architecture using pre-awarded engineering and construction contractors to achieve specific milestones for the Oppurtunity project.



Contract Oversight:

- A dedicated project management team, composed of qualified engineers, project managers, and financial experts, will oversee all contractor activities, ensuring strict adherence to project specifications, timelines, and budgets.
- Regular progress reports and inspections will be conducted to promptly identify and address potential issues.

Change Order Management:

- A formal change order process will be established to manage any unforeseen modifications to the project scope.
- All change orders will undergo thorough review and approval by the project management team and relevant stakeholders before authorization, ensuring transparency and minimizing cost overruns.

Risk Management:

- A comprehensive risk assessment will be conducted to identify potential risks (e.g., delays due to material shortages, environmental concerns, public opposition).
- Mitigation plans will be developed for each identified risk to minimize their impact on the project schedule and budget.
- The risk management plan will be reviewed and updated regularly throughout the project lifecycle.

I. Project Readiness:

i. Progress towards achieving environmental protection requirements.

SBMTD

The NEPA has already been completed for SBMTD's Construction Project, currently awaiting federal grant approval.

No agreements are needed with partners to implement the project, as MTD owns the land for Terminal 2 and currently operates buses on area roadways. That said, SBMTD has contracted with Stantec, selected through a Public Procurement process for the professional design, engineering and construction support services. The design documents are underway and expected to reach completion by 12/31/2024. Stantec brings a team of professionals together including architects and engineers in all areas of planning including but not limited to Building and Landscape Architecture, Civil, Electrical, Environmental, and Mechanical Engineering and Planning, Interior Design, Zero Emissions Analysis and Strategy, Surveying, Hydrology, Cost Estimation, Earth Systems, and Sustainability.

Clean Air Express Bus Replacement

The SBCAG team has reviewed the relevant environmental protection requirements and regulations, both federal and state. Upon award, it is SBCAG's intent to file the necessary Notice(s) of Exemption and/or Categorical Exclusion(s) as permitted for transit vehicle replacement projects that utilize existing transit facilities and are for replacement, only, in accordance with 23 CFR 771.118. Similarly, with respect to State regulations, the CAE Bus Replacement Project qualifies for CEQA exemptions from environmental review per Public Resources Code Sections 21080.20 and 21080.25. SBCAG staff are experienced and prepared to work with Caltrans to ascertain the necessary Program Supplements or Master Agreements as may be necessary to implement this project. Following award, allocation and program supplements, the required agreements in order to complete this project will be awarded following the completion of competitive procurements. Currently SBCAG has draft scopes of work prepared for the rolling stock vehicles as well as for the depot charger equipment RFPs.

Countywide Contactless Integrated Fare System

The SBCAG team has reviewed the relevant environmental protection requirements and regulations, both federal and state. Upon award, it is SBCAG's intent to file the necessary Notice(s) of Exemption/Categorical Exclusion(s) and/or Categorical Exemptions as permitted by federal and state regulations. The project will not involve right of way acquisition nor construction in any substantive way, as all work will be contained to the interior footprint of existing fleet vehicles operated by public transit agencies. SBCAG staff are experienced and prepared to work with CTC and then Caltrans to ascertain the necessary Program Supplements or Master Agreements as may be necessary to implement this project. Following award, Caltrans agreement(s), allocation and program supplements, the required agreements in order to complete this project will be developed using the Cal-ITP leveraged procurements with any additional necessary development services, such as for software, completed through a competitive procurement, RFP/IFB, as necessary. If awarded, SBCAG working with the participating transit agencies and Cal-ITP will finalize a Scope of Work prior to engaging the vendors under contract with State Department of General Services for the Cal-ITP program. Again as noted above, MOUs with participating project partners will be memorialized and drafts have been developed, which will undergo final legal review pending award.

SMRT

Bus Rapid Transit

Feasibility studies and Alternatives analysis have already been completed. Additional design work is also currently under way. Public Participation and stake holder feedback is also scheduled as next steps for this project.

Opportunity Charging:

Design and engineering work has already been completed for Site A (Transit Yard). Preliminary design work is also currently underway for Sites B & C (Transit Center and Buellton Station). As soon as this work is completed, and if TIRCP funds are awarded, contract for the work can quickly ensue.

3. Statement of Work Documentation

A. Statement of Work

i. Project Scope:

- The statement of work is included as an **Attachment M**.

ii. Project Location:

- Maps depicting project locations, priority populations, and CalEnviroScreen data is included in **Appendix A, Appendix B** and **Attachment 1**.

iii. Project Costs:

- Project costs are included in **Appendix F**.

iv. Project Schedule:

- A detailed project schedule is included in **Appendix G**.

v. Capital Operating Financial Plan Details

- Project ePPRs for each project are included in **Appendix J**.

Each of the transit projects will be supported using a combination of recurring local, state and federal revenue sources. These include Santa Barbara County Measure A, Local Transportation Fund, State Transit Assistance, California State of Good Repair, and Federal Transit Administration Sections 5307, and 5339 revenues.

Each of the transit operator partners named in the project currently maintain GTFS static feeds. The agencies that currently do not meet all minimum requirements, such as provision of an Open Data license or elimination of the mobility validator errors, are actively working to address these items. Additionally, this project will assist transit operators expand their GTFS feed's capabilities by supporting the implementation of GTFS Real-time (GTFS RT). This is supported by the combination of bus procurements included in the project which will come equipped with necessary CAD/AVL technology as well as the Contactless Integrated Fare System which will include necessary communications equipment upgrades required of real-time GPS connectivity.

Additionally, SBMTD is currently working with Cal-ITP staff on improving both its static and real time GTFS feeds.

The Santa Barbara County Charging Forward Project in its entirety is essential in transforming the county's transit services and ensuring they are efficient and reliable for transit users while still reducing greenhouse gas emissions. The individual elements were selected to work together as one major project in order to maximize their impact, and removing or scaling single elements would greatly reduce the benefits of the county's transit system as a whole. However, some elements in this project can be scalable based on available funding, as detailed below. Other elements cannot be completed with partial funding and would need to be removed from the project.

Transit Electrification

This element includes 23 buses with a total request of \$16,740,075. If necessary, the number of vehicles can be reduced to accommodate available funding. However, electrification of buses is an important step for compliance with state policies, and reducing the amount purchased would lengthen the time it takes for the county to complete the transition to electric transit systems.

SMRT Opportunity Charging Project

The Opportunity Charging element will construct facilities to facilitate seamless operation and management of electric transit vehicle fleets. The element includes three locations and depending on funding availability, the sites can be scaled down. The locations are prioritized in the following order: Santa Maria Regional Transit Center, SMRT Operations and Maintenance Yard, and City of Buellton Transfer Station. However, all locations of this element are integral to providing a multi-service hub for cross and intercounty-wide transit connectivity, and full funding would offer the greatest benefit in transit connectivity and reduction of greenhouse gas emissions.

4. Support Documentation

A. Certificate of Cost Estimates

Cost Estimates are included in **Appendix F**.

B. Letters of Support

Signed letters of support and commitment are provided below and included in **Appendix K**.

C. Ridership, Revenue, and Transportation Planning Inputs

Ridership, Revenue, and Transportation Planning Inputs are included in the Quantification Assumptions sheet in the **Attachment 2** and **3** folders with analytical data for year 1 and year F calculations.

D. Jobs Co-Benefit Modeling Tool

The Jobs Co-Benefit Modeling Tool is provided in **Attachment 4**.

E. CARB Quantification Tool

The CARB Quantification Tool and Assumptions are included in **Attachment 2** and **Attachment 3** as described under Quantifiable Methodology.



Appendices

- ▲ **Appendix A:**
Priority Populations Exhibits
- ▲ **Appendix B:**
CalEnviroScreen 4.0 Exhibits
- ▲ **Appendix C:**
Land Use and Zoning
- ▲ **Appendix D:**
Housing Density
- ▲ **Appendix E:**
Transit Service Routes
- ▲ **Appendix F:**
Total Cost Documentation
- ▲ **Appendix G:**
Project Schedule
- ▲ **Appendix H:**
Relevant Studies and Planning Documents
- ▲ **Appendix I:**
CARB Sustainable Transportation and
Equipment Benefit Criteria Tables
- ▲ **Appendix J:**
Electronic Project Programming Request
(ePPR) Form
- ▲ **Appendix K:**
Letters of Support and Letters of
Commitment
- ▲ **Appendix L:**
Statements of Work



Appendix K: Letters of Support and Letters of Commitment

July 19, 2024

Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: SBCAG Commitment to Implement the Santa Barbara County Charging Forward Project

Dear Secretary Omishakin:

Thank you for your consideration of the **Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast** (Charging Forward Project) application to the Cycle 7 Transit and Intercity Rail Capital Program. Included in the Charging Forward Project are two component projects that the Santa Barbara County Association of Governments (SBCAG) will implement directly:

1. The Clean Air Express Fleet Replacement; and,
2. The Contactless Countywide Integrated Fare System.

I am writing on behalf of SBCAG to affirm our agency's commitment to act as implementing agency for the above two projects. As such, SBCAG will be responsible for the following project tasks and activities: financial support/local match, grant administration, project development, procurement/contracting, project closeout and the ongoing operations support and management of assets.

On December 14, 2023, the SBCAG Board of Directors formally approved the Senate Bill 125 (SB125) TIRCP and ZETCP Formula Funding Allocation Plan, which included both projects named above. Subsequently, as policy board for Clean Air Express regional bus service, the SBCAG Board of Directors further approved programming SB125 funds dedicated for capital fleet needs as local match for the Clean Air Express Fleet Replacement project. Lastly, on June 20, 2024, the SBCAG Board of Directors approved the final project list for SBCAG's Charging Forward Project application to the Cycle 7 Transit and Intercity Rail Capital Program.

Should you have any questions regarding our commitment, please do not hesitate to contact me.

Sincerely,



Aaron Bonfilio
Director of Multimodal Programs

MEMBER AGENCIES:

Buellton • Carpinteria • Goleta • Guadalupe • Lompoc • Santa Barbara
Santa Maria • Solvang • Santa Barbara County



Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary, Omishakin:

On behalf of the City of Lompoc, we are pleased to offer our support for the Santa Barbara County Association of Government's (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

The Charging Forward project will be transformative for the City of Lompoc, and the entire Santa Barbara County region. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean Albro".

Dean Albro
City Manager



City of Santa Barbara

Office of the Mayor

SantaBarbaraCA.gov

RRowse@SantaBarbaraCA.gov

July 11, 2024

Randy Rowse

Mayor

City Hall
735 Anacapa Street
Santa Barbara, CA
93101-1990

Mailing Address:

PO Box 1990
Santa Barbara, CA
93102-1990

Tel: (805) 564-5322

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Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin,

On behalf of the City of Santa Barbara, we are pleased to offer our support for the Santa Barbara County Association of Government's (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

The Charging Forward project will be transformative for the City of Santa Barbara, and the entire Santa Barbara County region. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Randy Rowse
Mayor

City of Santa Barbara



Please consider the environment before printing this letter.



City of Santa Barbara

Public Works Department

SantaBarbaraCA.gov

July 23, 2024

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Fleet

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Water Resources

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Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

SUBJECT: Support for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast

Dear Secretary Omishakin,

The City of Santa Barbara (City) is committed to working with the Santa Barbara County Association of Governments (SBCAG) on their grant application to Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project).

A component of the Charging Forward Project is the Cabrillo Boulevard Rail, Bicycle, and Pedestrian Improvements Project (Cabrillo Project). The Cabrillo Project includes replacing the narrow and substandard Union Pacific Railroad (UPRR) undercrossing and constructing pedestrian, bicycle, transit, and operational improvements on Cabrillo Boulevard between the Highway 101/Cabrillo Boulevard interchange and intersection of Cabrillo Boulevard and Los Patos Way. The existing 29-foot wide UPRR Bridge over Cabrillo Boulevard will be raised to meet railroad clearance requirements, and lengthened to 117 feet to accommodate: abutments on both sides, a center pier and median, vehicle lanes with a dedicated right-turn lane onto the freeway southbound on-ramp, Class II bicycle lanes with green conflict striping, multiuse paths and buffers, and sidewalk. The project also includes construction of an enhanced bus stop with a new bus shelter on the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way. The project features will also accommodate an additional track in the future to support rail expansion and new infrastructure/reliability to the existing rail network.

The Cabrillo Project will improve safety and accessibility for all users, including bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by Highway 101. The Cabrillo Project will remove barriers to accessibility and increase comfort for transit riders for historically disadvantaged communities and promote access to employment and public recreational opportunities along the Waterfront and to Santa Barbara City College, all supporting our local economy. The Cabrillo Project is also of regional significance as it is a major connector to the State's California Coastal Trail. By eliminating significant gaps in bicycle and pedestrian networks, active transportation ridership will increase and contribute to lowering greenhouse gas emissions, which is consistent with the City's recently adopted City Council approved Climate Action Plan.

July 23, 2024

Page 2 of 2

The City and SBCAG has a Memorandum of Understanding (MOU) for these improvements since 2016, which includes a new roundabout at the intersection of Cabrillo Boulevard and Los Patos Way to address safety, multimodal, and operational improvements. The roundabout began construction in February of 2024 and is anticipated to be complete by spring of 2025. The City and SBCAG have been actively seeking funding for completing the remaining improvements of the Cabrillo Project. These improvements tie into future Highway 101/Cabrillo Boulevard Interchange multimodal improvements that are the final pieces necessary to re-connect neighborhoods and the regional bike network.

The Cabrillo Project has all discretionary project entitlements approved and environmental review completed under the California Environmental Quality Act and the National Environmental Policy Act. TIRCP funding would partially fund the project's final construction including rail improvements. SBCAG and Caltrans are applying for SB-1 Cycle 4 funding for the project's construction and highway interchange improvements in December of 2024. The City will continue to take the lead in the project's design and right-of-way phase and continue community engagement and coordination with SBCAG, Caltrans, and UPRR. Having the project "shovel ready," will help expedite the construction phase.

All in all, the City supports all projects part of the Charging Forward Project as they are consistent with SBCAG's Regional Transportation Plan and Sustainable Communities Strategy.

If you have any questions, please feel free to reach out to us at (805) 564-5385 or PWInfo@SantaBarbaraCA.gov.

Sincerely,



Clifford M. Maurer, PE
Public Works Director



CITY OF LOMPOC TRANSPORTATION LETTER OF COMMITMENT

Dear Secretary Omishakin,

I am reaching out on behalf of City of Lompoc Transit (COLT), the public transportation division of the City of Lompoc. We are dedicated to collaborating with the Santa Barbara County Association of Governments on their application for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast.

To demonstrate our support for the project and its partners, COLT pledges the following commitments:

We are committed to providing financial support/match, technical assistance, and research collaborations to ensure the success of the Charging Forward Project. Additionally, we will engage in an independent evaluation process, offer training programs, and advocate for any necessary policy changes.

These commitments are innovative, specific, and measurable in the following ways:

- Relevance: Our involvement ensures that key project partners are actively engaged.
- Public Accountability: As a public service our commitments are transparent, open, and subject to City Council review and acceptance. The nature of our projects has the potential to generate further momentum through a growing green initiative.
- High Impact: By fulfilling these commitments, we aim to enhance the project's tangible outcomes and deliver measurable benefits to the community. Benefits that will increase ridership, grant better access to public transportation, and reduce harmful greenhouse gases.

In conclusion, we are excited about the opportunity to contribute to the success of the Charging Forward Project and look forward to working closely with the Santa Barbara County Association of Governments.

Sincerely,

A handwritten signature in black ink, appearing to read "D Albro", is written over a horizontal line.

Dean Albro

City Manager



CITY OF SANTA MARIA
PUBLIC WORKS DEPARTMENT

110 S. PINE ST. #101 (ON HERITAGE WALK) · SANTA MARIA, CA 93458-5082 · 805-925-0951, EXT. 2225 · FAX 805-928-4995 · TDD 800-735-2929

Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B

RE: Santa Barbara County Association of Governments Transit and Intercity Rail
Capital Program Application

Dear Secretary, Omishakin,

On behalf of the City of Santa Maria, we are pleased to offer our support for the Santa Barbara County Association of Governments application for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

The Charging Forward project will be transformative not only for Santa Maria, but the entire Santa Barbara County. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Brett Fulgoni
Public Works Director

July 12, 2024

Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Omishakin,

I am writing on behalf of Santa Barbara Metropolitan Transit District (SBMTD), the public transit operator for Southern Santa Barbara County. We commit to working with the Santa Barbara County Association of Governments on the project for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The project is titled the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project).

To support the project and its partners, SBMTD commits to managing and completing its two project components—Phase 2 construction of SBMTD's Terminal 2 Operations and Maintenance Facility and the deployment of two 40-foot battery-electric buses.

SBMTD is a proven partner on TIRCP-funded projects, having made good on investments in Cycles 3 and 5, and will continue to support the goals of the program by bringing a significant financial match, skilled project management, and a commitment to realizing transformative transit projects in our Santa Barbara County region.

In conclusion, we appreciate your consideration of this application and look forward to continuing our commitment to transformational transit projects in Santa Barbara County.

Sincerely,

A handwritten signature in blue ink that reads "Jerry Estrada". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jerry Estrada
General Manager
Santa Barbara MTD

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California State Senate

SENATOR
MONIQUE LIMÓN
NINETEENTH SENATE DISTRICT



COMMITTEES
BANKING & FINANCIAL INSTITUTIONS
CHAIR

HEALTH

NATURAL RESOURCES & WATER

SPECIAL COMMITTEE ON
PANDEMIC EMERGENCY RESPONSE

JOINT LEGISLATIVE COMMITTEE ON
EMERGENCY MANAGEMENT

SELECT COMMITTEE
ON THE NONPROFIT SECTOR
CHAIR

Honorable Toks Omishakin
California State Transportation Agency, Secretary
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin:

I write in support of the Santa Barbara County Association of Government's (SBCAG) application for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The project is titled the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including the Cities of Lompoc, Santa Barbara, Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in the largest City of Santa Barbara County, Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara.

The Charging Forward project is not just a project; it is a transformative initiative that will significantly enhance mobility for the entire Santa Barbara County region. It meets the goals of TIRCP by increasing ridership, encouraging mode-shift, improving safety and access to transit, and reducing greenhouse gas emissions. The project compliments work of SBCAG with Caltrans to deliver charging stations along the U.S. 101 corridor, helping secure regional zero-emission objectives. SBCAG has diligently tried to provide quality bus and rail service for the community. CalSTA's Cycle 6 award for the Goleta station confirms the belief in the vision of SBCAG for multi-modal investments. This application will ensure that daily commuters, including service workers, UC - Santa Barbara students, seniors, fixed-income riders, and tourists that frequent our county, will have convenient, reliable transit and bicycle and pedestrian safety improvements.

For these reasons, I respectfully request your full and fair consideration of the SBCAG's TIRCP Application.

Sincerely,

A handwritten signature in black ink that reads "Monique Limón".

MONIQUE LIMÓN
Senator, 19th District



SANTA MARIA
**Smart City
Safe City**



CITY OF SANTA MARIA
OFFICE OF THE CITY MANAGER
City Manager, Ext. 2200
Citymanager-admin@cityofsantamaria.org

110 EAST COOK STREET • SANTA MARIA, CA 93454-5190 • (805) 925-0951 • FAX (805) 349-0657 • www.cityofsantamaria.org

Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B

RE: Santa Barbara County Association of Governments Transit and Intercity Rail
Capital Program Application

Dear Secretary, Omishakin,

On behalf of the City of Santa Maria, we are pleased to offer our support for the Santa Barbara County Association of Governments application for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

The Charging Forward project will be transformative not only for Santa Maria, but the entire Santa Barbara County. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Alex Posada

Interim City Manager



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Erica Diaz-Cervantes

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Frank Rodriguez

Honorable Toks Omishakin

Secretary

California State Transportation Agency

925 Capitol Mall, Suite 350B

Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin:

We are pleased to offer our support for the Santa Barbara County Association of Governments' (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

The Charging Forward project will be transformative for the entire Santa Barbara County region. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Lucas Zucker

Co-Executive Director



✉ P.O. Box 90660, Santa Barbara, CA 93190-0660
📍 1219 State Street, Suite A, Santa Barbara, CA 93101

☎ (805) 963-0583
🌐 cecsb.org

July 10, 2024

Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin:

The Community Environmental Council (CEC) is pleased to offer our support for the Santa Barbara County Association of Governments' (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project).

Since 1970, CEC has incubated and innovated real life environmental solutions that directly affect the California Central Coast. CEC's mission is to advance rapid and equitable climate solutions to the climate crisis by building zero-carbon communities, promoting nature-based solutions to draw down legacy emissions, and protecting communities against unavoidable climate change impacts.

The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

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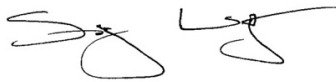
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The Charging Forward project will be transformative for the entire Santa Barbara County region. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sigrid Wright', with a stylized flourish at the end.

Sigrid Wright
CEO/Executive Director
Community Environmental Council



July 5, 2024

Honorable Toks Omishakin
Secretary, California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin:

We are pleased to offer our support for the Santa Barbara County Association of Governments' (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara.

Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions. The Charging Forward project will be transformative for the entire Santa Barbara County region. The project provides significant environmental and public health benefits while complying with state goals and maintaining the same level of service for riders. By also supporting the need for convenient, reliable transit and bicycle and pedestrian safety improvements, this project will be integral in reducing greenhouse gas emissions and expanding transit throughout Santa Barbara County.

Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Heather Deutsch
Executive Director
MOVE Santa Barbara County



PO Box 31241
Santa Barbara CA
93130-1241

July 6, 2024

Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

**RE: Santa Barbara County Association of Governments Transit and Intercity Rail
Capital Program Application**

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Katie Davis

Vice-Chair

Jim Hines

Secretary

Gerry Ching

Treasurer

Maureen Ellenberg

At Large

David Gold

At Large

Alex Pujo

Council Delegate

Emily Engel

Arguello Group Rep

Rebecca August

SB Group Rep

Jim Taylor

Conejo Group Rep

Rebecca August

Ventura Network Rep

Elizabeth Lamar

Dear Secretary Omishakin:

We are pleased to offer our support for the Santa Barbara County Association of Governments' (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

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Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Katie Davis
Chair

Jonathan Ullman
Director



805.967.2500 | www.SBSCChamber.com
Mailing Address: 5662 Calle Real #204, Goleta, CA
Visitor Center: 120 State Street, Santa Barbara, CA

July 8, 2024

Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

Dear Secretary Omishakin:

We are pleased to offer our support for the Santa Barbara County Association of Governments' (SBCAG) application to the California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP), for the Santa Barbara County Charging Forward Project - Advancing Clean Mobility for the Central Coast (Charging Forward Project). The Charging Forward Project application will fund a suite of priority projects for the region, including for Cities of Lompoc, Santa Barbara and Santa Maria, the Santa Barbara Metropolitan Transit District, and SBCAG. The Charging Forward Project will provide funding for 22 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County's largest City of Santa Maria, and complete critical bicycle and pedestrian undercrossing improvements in Santa Barbara. Together these projects meet the goals of TIRCP by increasing ridership, improving safety and access to transit, and reducing greenhouse gas emissions.

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Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Kristen Miller
President & CEO
Santa Barbara South Coast Chamber of Commerce



Honorable Toks Omishakin
Secretary
California State Transportation Agency
925 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Santa Barbara County Association of Governments Transit and Intercity Rail Capital Program Application

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Thank you for your consideration of SBCAG's TIRCP Application.

Sincerely,

Strong Towns Santa Barbara



Attachments

- ▲ **Attachment 1:**
Project Location KML Files
- ▲ **Attachment 2:**
CARB Benefits Calculator and Assumptions
- ▲ **Attachment 3:**
CARB Benefits Calculator and Assumptions
- ▲ **Attachment 4:**
CARB's Job's Co-Benefit Modeling Tool
- ▲ **Attachment 5:**
Charging Forward Project ArcGIS Data and
APRX Files