

### Lead Agency Information

<b>Name:</b>	City of Lompoc		
<b>Address:</b>	100 Civic Center Plaza		
<b>City, State Zip Code:</b>	Lompoc, CA 93436		
<b>County:</b>	Santa Barbara County		
<b>Regional Entity:</b>	Santa Barbara County Association of Governments		
<b>Agency Website:</b>	<a href="https://www.cityoflompoc.com">https://www.cityoflompoc.com</a>		
<b>Approved Title VI (Date):</b>	6/25/2019		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="http://www.cityoflompoc.com/transit">www.cityoflompoc.com/transit</a>		

Allocation Request Prepared by	
<b>Name:</b>	Richard Fernbaugh
<b>Title:</b>	Aviation/Transportation Administrator
<b>Phone #:</b>	805-875-8268
<b>E-mail:</b>	<a href="mailto:r_fernbaugh@ci.lompoc.ca.us">r_fernbaugh@ci.lompoc.ca.us</a>

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

Authorized Agent	
<b>Name:</b>	Richard Fernbaugh
<b>Title:</b>	Aviation/Transportation Administrator
<b>Phone #:</b>	805-875-8268
<b>E-mail:</b>	<a href="mailto:r_fernbaugh@ci.lompoc.ca.us">r_fernbaugh@ci.lompoc.ca.us</a>

Legislative District Numbers						
<b>Assembly*:</b>	35					
<b>Senate*:</b>	19					
<b>Congressional*:</b>	24					

\*if you have more Districts, please provide an attachment

### Project Summary

<b>Name:</b> <i>No more than 180 characters.</i>	Transit Operations and Maintenance Facility Renewable Energy		
<b>Description (Short):</b> <i>No more than 370 characters.</i>	Install photovoltaic (PV) system at new Transit Operations and Maintenance Facility. The system will be sized to produce over 56,000kWh annually, and may produce up to 225,000 kWh annually, depending upon final sizing and configuration.		
<b>Type:</b>	Capital		
<b>Sub-Type</b>	Purchase, construct, and install equipment and facilities needed to provide		
<b>Total Years of Rollover:</b>		<b>Remaining years of Rollover:</b>	
<b>Start date (anticipated):</b>	10/01/21	<b>End date (anticipated):</b>	12/30/23
<b>General Area (City/County):</b>	Lompoc/ Santa Barbara		

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

<b>Identify the Project Census Tract(s) (10-digit identification code):</b>	6083002703		
<b>Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.</b>			
<b>Capital:</b>	<b>30 years</b>		<b>Operations:</b>
<b>Funding:</b>	<b>99313:</b> \$112,450	<b>99314:</b> \$981	<b>Total:</b> \$113,431
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>

LCTOP FY 2020-2021  
Allocation Request

**Funding Information**

<i>LCTOP Allocation Year</i>	<b>Prior</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
<b>PUC 99313 Amount:</b>		\$112,450					\$112,450
<b>PUC 99314 Amount:</b>		\$981					\$981
<b>Total LCTOP Funds:</b>	\$0	\$113,431	\$0	\$0	\$0	\$0	\$113,431
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$113,431	\$0	\$0	\$0	\$0	\$113,431

<b>Lead Agency:</b>	City of Lompoc	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Richard Fernbaugh	\$112,450	99313
<b>Contact Phone #:</b>	805-875-8268	\$981	99314
<b>Contact E-mail:</b>	r_fernbaugh@ci.lompoc.ca.us		

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

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

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

<b>Contributing Sponsor:</b>		<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>			99313
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<b>Contact E-mails:</b>			

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

**Total FY 19-20 LCTOP Funding** \$113,431

**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
Without LCTOP funding the City will not have funding to support photovoltaic panel installation during construction of our current project.

**Fully Funded Project** - Provide a description of the status of all the funds to be used to completely fund this project.  
The City is proposing the use of 17/18, 18/19, 19/20 and 20/21 funds to complete the photovoltaic project. The City will pursue additional LCTOP and other applicable funding sources in order to optimize the benefits provided by the project.

LCTOP FY 2020-2021  
Allocation Request

## Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$113,431	\$0	\$0	\$0	\$0	\$113,431
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	\$0	\$0	\$113,431	\$0	\$0	\$0	\$0	\$113,431

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON			\$113,431					\$113,431
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$113,431	\$0	\$0	\$0	\$0	\$113,431

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## Funding Plan

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## **Project Information**

**1) Project Description** - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). *No more than 12 lines*.

City of Lompoc Transit (COLT) has purchased property and is 95% completed with PS&E for construction of a new Transit Operations and Maintenance Facility. The project will enhance maintenance and operation capabilities for COLT. It will also provide secure storage for regional transit buses used in the Clean Air Express commuter bus service operated by Santa Barbara County Association of Governments(SBCAG). As part of the development process a PV Analysis and Recommendation report (September 17, 2015) was completed by In Balance Green Consulting, as well as a Performance & Financial Analysis (September 17, 2015) was prepared by Pacific Energy Company. The proposed LCTOP project is for the installation of a solar photovoltaic system. The system will be sized to produce over 56,000 kWh annually, and may produce up to 225,000 kWh annually, depending upon final sizing and configuration. This project is planned to assist in charging the COLT fleet of 15 vehicles and the Clean Air Express fleet that serves Lompoc (currently a fleet of 7 over-the-road coaches. In addition, the Breeze service, operating between Lompoc and Santa Maria will be charging at this location.

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

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

Project costs have been developed as part of project planning and creation of plans and specifications for the overall project. The estimated budget for the renewable energy part of the total project at this time is approximately \$1,000,000.

## Agency Information

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

Fixed Route : City \$1.25, County \$2.00, Senior City \$.60, County \$1.00. ADA service: City \$2.00, County \$4.00. The proposed solar project will not affect COLT's fare structure.

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

Lompoc is located on scenic Pacific Coast Highway (California Hwy 1) and Hwy 246, 55 miles northwest of Santa Barbara, 155 miles northwest of Los Angeles and 270 miles southeast of San Francisco. The Lompoc Valley with a population of 46,000+ includes the City of Lompoc, the surrounding unincorporated county communities of Mission Hills, Mesa Oaks and Vandenberg Village; as well as Vandenberg Air Force Base, is part of the Central California region. Rolling hills surround the valley to the north, south and east. The level valley is open at its western end to the Pacific Coast shoreline. The Pacific Ocean is only 9 miles from downtown Lompoc. The Santa Ynez River (dry most of the year) runs east to west through the valley while Burton Mesa, a chaparral forest with sandy soil, lies to the north.

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

COLT serves the City of Lompoc and the surrounding unincorporated County communities of Vandenberg Village, Mission Hills and Mesa Oaks, with 4 fixed routes and ADA service. In addition COLT provides regional service to the City of Santa Barbara (South County) with our Santa Barbara Shuttle route and to the Cities of Buellton and Solvang (Santa Ynez Valley) with our Wine Country Express route. Additionally, we participate in the Breeze regional service between the City of Lompoc, Vandenberg Village, Vandenberg Air Force Base and the City of Santa Maria (North County) and support the Clean Air Express commuter service between Lompoc and south Santa Barbara County. Renewable energy contributes to our overall operational plan to transition to a full ZEB fleet by providing on-site energy production without putting additional loads on our local energy grid. Busses charged on-site will service not only our local service area but also the Clean Air Express fleet which provides service to the south coast of Santa Barbara County.

## Project GHG Benefits

**Greenhouse Gas Reductions - Describe qualitatively** how this project will reduce greenhouse gas emissions. *For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.*

The proposed solar panel project will provide a renewable electric energy source for the facility, to charge current and future expanding fleet of ZEVs reducing GHG. As noted in Agency Service, COLT serves the Santa Ynez Valley (20 miles outside the City of Lomoc) and will provide charging facilities for the CLean Air Express, which serves the Santa Barbara area which is over 50 miles away. GHG reduction calculation for this project only accounts for the 7 vehicles, and not the future fleet expansion VMT.

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

	Value	Explanation
<b>Year 1 (Yr1)</b> - First year of service, or year that capital improvements will be completed.	2023	Facility anticipated to begin construction in the fall of 2021 with an 18-24 month construction period.
<b>Year F (YrF)</b> - Final year that the service is funded or the final year of the capital improvements useful life.	2053	30 year useful life for photovoltaic system.
<b>Project Yr1 Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	0	
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	0	
<b>Adjustment (A)</b> - Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.	0.56	Default Adj. factor per Read Me.
<b>Trip Length (L)</b> - Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.	12.40	Average Trip Length
<b>Project Useful Life</b>	30	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	0	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	0	<b>This number is calculated based on the values above.</b>
<b>Total Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	0.00	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>
<b>LCTOP Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	0.00000	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>

**Project Benefits**

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

<b>Primary Project Activity</b> ( <i>select from drop down</i> )	Procurement of solar photovoltaic equipment
<b>% of Project Budget Associated with Primary Activity</b>	67%
<b>Other Project Activity</b> ( <i>select from drop down</i> )	Construction or installation of transit or rail infrastructure or s
<b>% of Project Budget Associated with Other Activity</b>	33%
<b>Other Project Activity</b> ( <i>select from drop down</i> )	
<b>% of Project Budget Associated with Other Activity</b>	

**Travel Cost Savings Benefits**

	Value	Explanation
<b>Standard Fare Cost for Project (\$/Trip)</b> <i>(Average fare associated with the project)</i>	\$1.25	Standard Fare
<b>Reduced Fare Cost (\$/Trip)</b> <i>(Average fare after reduction associated with the project)</i>	\$1.25	Project will not impact fare structure
<b>Transit Facility Parking Cost (\$/Trip)</b> <i>(Average cost to park to use transit associated with project)</i>		
<b>Avoided Parking Cost (\$/Trip)</b> <i>(Average avoided parking cost associate with project)</i>		
<b>Avoided Toll Cost (\$/Trip)</b> <i>(Average avoided toll cost associated with project)</i>		

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

We anticipate that this project will charge small busses during the day and also charge a battery system that will assist in charging vehicles during off duty hours. We would hope the quiet factor would enhance the rider experience and draw additional riders. Renewable energy generated by the completion of this project will enable charging a clean air fleet and novelty of clean technology will attract riders.

**Co-Benefits - Check all additional Benefits/Outcomes.**

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

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

Solar panels will offset the electrical energy usage by providing a renewable energy source at the Transit Operations and Maintenance Facility which will reduce operational cost through electric utility bills. As COLT transitions to a full ZEB fleet the solar generated power will reduce and eliminate the fleet need for gasoline and diesel fuels. The additional results of this transition will be maintenance personnel working in a cleaner environment and that if there is a power outage our fleet will still be able to operate.



**Priority Populations Benefits**

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

<b>Please provide the amount of FY 19-20 LCTOP Funds benefiting Priority Populations:</b> (Total should not exceed total FY 19-20 LCTOP project funding)	
<b>Amount funds to benefit a DAC: \$</b>	981
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	

<b>Priority Population Community Need:</b> Select the method your agency used for identifying an important community or household need.(For more information please review Read Me):	D. Where direct engagement is infeasible, refer to the list of common needs for disadvantaged communities in CARB’s Funding Guidelines Table 2-2 and select a project that addresses a listed need.
<b>Priority Population Community Need:</b> Identify the specific Common Needs of Priority Populations (if you select letter D. in question above):	ECON 6 Reduce energy costs (e.g., weatherization, solar, etc.).

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

Notices to public hearings at Planning Commission and City Council meetings were posted in the project area as well as on City internet page. Agency identified Solar panels will offset the electrical energy usage by providing a renewable energy source at the Transit Operations and Maintenance Facility which will reduce operational costs through reduced electrical utility bills.

<b>Priority Population Benefit:</b> Select the benefit your project provides to the community or household.	E. Project creates or improves infrastructure or equipment that reduces criteria air pollutant or toxic air contaminant emissions at a station, stop, or transit facility located in a disadvantaged or low-income community (e.g., auxiliary power, charging stations);
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**Priority Population Benefit: DAC Benefit** - Based on the selection above, explain in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

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

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

The utilization of clean energy at the facility will enhance the environment in the area both in air quality and decrease in noise pollution. Solar panels will offset the electrical energy usage by providing a renewable energy source at the Transit Operations and Maintenance Facility. As COLT transitionas to a full ZEB fleet the solar generated power will reduce and eliminate the fleet need for gasoline and diesel fuels, reducing air contaminants in the community. Additional results of this transition will be maintenance personnel working in a cleaner environment and that if there is a power outage, our fleet will still be able to operate.

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

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

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