

### Lead Agency Information

<b>Name:</b>	City of Santa Maria		
<b>Address:</b>	110 S. Pine St, Suite 226		
<b>City, State Zip Code:</b>	Santa Maria, Ca 93458		
<b>County:</b>	Santa Barbara County		
<b>Regional Entity:</b>	Santa Barbara County Association of Governments		
<b>Agency Website:</b>	<a href="http://www.cityofsantamaria.org">www.cityofsantamaria.org</a>		
<b>Approved Title VI (Date):</b>	10/31/2018		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="http://www.cityofsantamaria.org">www.cityofsantamaria.org</a>		

Allocation Request Prepared by	
<b>Name:</b>	Eustaquio Valdez
<b>Title:</b>	Transit Coordinator
<b>Phone #:</b>	(805) 925-0951 ext. 2170
<b>E-mail:</b>	<a href="mailto:evaldez@cityofsantamaria.org">evaldez@cityofsantamaria.org</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>	Cindy Ransdell
<b>Title:</b>	Transit Grants & Project Manager
<b>Phone #:</b>	(805) 925-0951 ext. 1727
<b>E-mail:</b>	<a href="mailto:cransdell@cityofsantamaria.org">cransdell@cityofsantamaria.org</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>	Youth and College Bus Pass Program					
<b>Description (Short):</b> <i>No more than 370 characters.</i>	Provide low income youth and teens with a Youth Adventure Pass to provide transportation to youth & teen program activities including but not limited to to the Abel Maldonado Community Youth Center, Library, Boys & Girls Club, and YMCA. In addition we would like to expand to introduce a college pass demonstration to provide free public transportation to college students.					
<b>Type:</b>	Operations					
<b>Sub-Type</b>	Free or reduced fares					
<b>Total Years of Rollover:</b>	0		<b>Remaining years of Rollover:</b>	0		
<b>Start date (anticipated):</b>	07/01/21		<b>End date (anticipated):</b>	06/30/22		
<b>General Area (City/County):</b>	City of Santa Maria/Santa Barbara County					
<b><u>Please provide specific area information for the project in the Lat-Lon tab.</u></b>						
<b>Identify the Project Census Tract(s) (10-digit identification code):</b>	6083002303, 6083002305, 6083002206, 6083002205, 6083002304, 6083002006, 6083001901, 6083002012, 6083002007, 6083002005, 6083002008, 6083002013, 6083002009, 6083002010.					
<b>Project Life -</b> For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
<b>Capital:</b>			<b>Operations:</b>	12 months		
<b>Funding:</b>	<b>99313:</b>	\$70,000	<b>99314:</b>			<b>Total:</b> \$70,000
<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>		\$70,000					\$70,000
<b>PUC 99314 Amount:</b>		\$0					\$0
<b>Total LCTOP Funds:</b>	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000

<b>Lead Agency:</b>	City of Santa Maria	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Eustaquio Valdez		99313
<b>Contact Phone #:</b>	(805) 925-0951 ext. 2170		99314
<b>Contact E-mail:</b>	evaldez@cityofsantamaria.org		

<b>Contributing Sponsor:</b>	Santa Barbara County Association of Govts	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Marjie Kirn	\$70,000	99313
<b>Contact Phone #:</b>	(805) 961-8900		99314
<b>Contact E-mails:</b>	<a href="mailto:mkirn@sbcag.org">mkirn@sbcag.org</a>		

<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
<b>Contact Phone #:</b>			99314
<b>Contact E-mails:</b>			

**Total FY 19-20 LCTOP Funding** **\$70,000**

**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
Without LCTOP funds this project would not be possible.

**Fully Funded Project** - Provide a description of the status of all the funds to be used to completely fund this project.  
The funds to be used to completely fund this project will be LCTOP.

LCTOP FY 2020-2021  
Allocation Request

**Funding Plan**

Proposed Total Project Cost								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
<b>TOTAL</b>	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other		\$70,000						\$70,000
<b>TOTAL</b>	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000

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

The Youth and College Bus Pass program will provide low income youth and college students with a monthly student pass at no charge to provide transportation to youth & teen program activities and our community college in our service area. The estimated annual ridership contributed by this program is 180,560. The program will offer access to locations previously unattainable, while teaching youth and college students about the benefits of independence offered by the bus service. Some of the locations previously unattainable without this program include after school programs, weekend programs, and summer programs. SMAT has eight local routes that provide access to various points of the city including high schools, Abel Maldonado Youth Center, the Santa Maria Public Library, Allan Hancock College, Boys & Girls Club and local gyms. These passes are accepted throughout all of the SMAT service area. This program will be marketed to college students and new youth riders and their parents using traditional media outlets as well as social media, the City's Community Outreach Coordinator, and by referral from the middle and high schools. The partnership between the City's youth serving community based organizations, the City, Allan Hancock College and Transit will provide marketing and outreach to one of the largest networks in the community.

**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*.

A key component of our project planning is the Mayor's Task Force on Youth Safety Policy Advisory Committee (Mayor's Task Force) which is made up of elected officials, community leaders, and key stakeholders. The Mayor's Task Force Mission Statement is to ensure safe and health opportunities for our youth to reduce youth violence by mobilizing and aligning community resources through prevention, intervention, enforcement and re-entry. There was a lot of coordination within the city, local agencies, key stakeholders to conduct community meetings on youth safety. Input from the meetings was generated and evaluated and it was determined that transportation for teens was one of the largest barriers to access. We received a letter of support from Fighting Back Santa Maria Valley for support of the youth adventure pass. Fiscal Year 2019-2020 was the first year in which the Youth Adventure pass was rolled out and it has been a total success. 1,129 student monthly passes were distributed by January 2020. There has been a strong vocal support from parents at school meetings and local outreach events expressing their gratitude. These passes were distributed to more than 400 qualifying teens. In addition, the City of Santa Maria has worked very closely with Allan Hancock College on the urgency for a college pass program to benefit college students and are excited to expand the youth program to benefit college students as well.

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

The proposed project used the following assumptions to develop a total project cost: 2,257 student monthly passes at a cost of \$31 for a project cost of \$69,967. We anticipate the annual ridership contributed by the Youth Adventure Program to be 180,560.

### Agency Information

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

SMAT Regular Single Ride \$1.50, SMAT Student Single Ride with ID \$1.25, Senior (60+) Single Ride \$.75, Persons with Disability Single Ride \$.75, Medicare Card Holders Single Ride \$.75, Children under 6 years with fare paying adult on SMAT(Maximum 3 children) free. SMAT 31-Day pass \$48, SMAT 31-Day Student \$31, SMAT Senior/Disabled 31-Day Pass \$24, Store Value Pass \$10, Store Value Pass \$20. Breeze Regular Single Ride \$2.00, Breeze Student Single Ride \$2.00, Breeze Senior (60+)/Medicare Card Holder/Persons with Disabilities \$1.00, Breeze 31-Day Regular \$75.00, Breeze 31-Day Seniors/Disabled/Medicare Holder \$37.50. This project will have no effect on the fare structure.

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

The City of Santa Maria is located along US-101 and Highway 1 in the central coast of California and in the northwest corner of Santa Barbara County. With a population of over 100,000, it is now the county's largest city. Though agriculture accounts for over a quarter of the city's employment base, hospitals, schools, and other industries play important roles in the local economy as well. South of Santa Maria, the unincorporated town of Orcutt is primarily a residential area that is also served by SMAT transit service. Southwest of Santa Maria, the unincorporated town of Tanglewood is another residential area served by SMAT transit service. According to the U.S Census Bureau data, Santa Maria's population is 73.5% Hispanic and 64% of residents primarily speak a language other than English. The average income in Santa Maria is \$18,509 compared to the United States average of \$28,555. Census data further indicates 28% of children in Santa Barbara County live in low-income working families. This program will offer a variety of options for youth as 21.9% of the population fits the target demographic. By providing youth and college students access to community centers and community based organizations the riders will be able to participate in tutoring, health and wellness programs, arts, literacy, enhancements, sports and constructive programs.

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

SMAT operates eight local weekday routes that start as early as 5:45 a.m., with day routes terminating around 6:30 p.m. and evening routes running until approximately 9:37 p.m. Service operates seven days a week, with reduced frequency on weekends. SMAT provides no service on New Year's Day, Easter Day, Independence Day, Thanksgiving, and Christmas Day. SMAT provides Holiday Schedule (Weekend service) on the following holidays: Martin Luther King Day, Presidents Day, Memorial Day, Labor Day, Veteran's Day, Thanksgiving Wednesday, Thanksgiving Friday, Christmas Eve, Christmas Day After, New Year's Eve. The Youth Adventure Pass and College Bus Pass Program will provide low income youth and college students access to various beneficial programs in our service area.

**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.*

This project will reduce greenhouse gas emissions by removing teenagers and college students from cars and convert them into the use of the City's public transportation (SMAT). This program provides free monthly bus passes, which incentivizes the use of transit system, so youth riders and college students can become accustomed to public transportation.

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

	<b>Value</b>	<b>Explanation</b>
<b>Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.</b>	2021	Third year of Youth Adventure Pass and First year of College Bus Pass Program.
<b>Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.</b>	2022	The end of the funding for the Youth Adventure Pass and College Bus Pass Program.
<b>Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.</b>	180,560	The Youth Adventure and College Bus Pass Program will provide 2,257 monthly student passes. 2,257 bus passes times 4 daily trips, times 5 days out of the week, times 4 weeks will generate 180, 560 rides.
<b>Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.</b>	180,560	The Youth Adventure and College Bus Pass Program will provide 2,257 monthly student passes. 2,257 bus passes times 4 daily trips, times 5 days out of the week, times 4 weeks will generate 180, 560 rides.
<b>Adjustment (A) - Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.</b>	0.50	Using the default for local bus service.
<b>Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.</b>	3.25	System wide average passenger trip length is 3.25 miles
<b>Project Useful Life</b>	1	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	180,560	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	293,410	<b>This number is calculated based on the values above.</b>
<b>Total Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	122.85	<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>	122.85388	<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> )	Transit subsidies
<b>% of Project Budget Associated with Primary Activity</b>	100%
<b>Other Project Activity</b> ( <i>select from drop down</i> )	
<b>% of Project Budget Associated with Other Activity</b>	
<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>	<b>\$1.25</b>	Cost for student single ride.
<b>Reduced Fare Cost (\$/Trip)</b> <i>(Average fare after reduction associated with the project)</i>	<b>\$0.00</b>	Project provides free rides for youth through monthly passes
<b>Transit Facility Parking Cost (\$/Trip)</b> <i>(Average cost to park to use transit associated with project)</i>	<b>\$0.00</b>	Project will not provide service.
<b>Avoided Parking Cost (\$/Trip)</b> <i>(Average avoided parking cost associate with project)</i>	<b>\$0.00</b>	Project will not provide service.
<b>Avoided Toll Cost (\$/Trip)</b> <i>(Average avoided toll cost associated with project)</i>	<b>\$0.00</b>	Project will not provide service.

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

This project will provide public transportation to youth and college student programs and activities within our service area. Free monthly transit passes for college students and youth will encourage them to try and adopt transit as a viable form of transportation.

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

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

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

By providing new youth and college student availability for public transportation, we will be able to increase safety and public health by providing the participants with positive alternatives to stay out of trouble. This program will provide college students and youth with free monthly student passes. This program will create access via public transportation to college programs, youth programs and youth activities in the community. The City will be working with middle and high schools to promote the program and referrals. This program will educate new riders the ease and independence garnered by using public transportation. Youth can complete first and last miles with alternative modes such as walking or biking .



**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	Medium

<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>	0
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	70,000
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	0

<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):	B. Receive documentation of support from local community-based organizations and/or residents (e.g., letters, emails) and select a project with documented broad community support; or
<b>Priority Population Community Need:</b> Identify the specific Common Needs of Priority Populations (if you select letter D. in question above):	

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

This project was developed utilizing direct request for information from youth attending local area schools, commission and council meetings, and through the Mayor's Task Force on Youth Safety. The Mayor's Task Force is made up of elected officials, community leaders, and key stakeholders. The Mayor's Task Force Mission Statement is to ensure safe and health opportunities for our youth to reduce youth violence by mobilizing and aligning community resources through prevention, intervention, enforcement and re-entry. There was alot of coordination within the city, local agencies, key stakeholders to conduct community meetings on youth safety. Input from the meetings was generated and evaluated and it was determined that transportation for teens was one of the largest barriers to access. We received a letter of support from Fighting Back Santa Maria Valley for support of the youth adventure pass. In addition, the City of Santa Maria has worked very closely

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

N/A

**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.

There are fourteen (14) Low-Income Community census tracts within our service area. The program will provide low income youth and college students with a monthly student pass at no charge to provide transportation to youth and student program activities in our service area including school programs, local community college Allan Hancock, youth programs and youth activities in the community. SMAT has eight local routes that provide access to various points of the city including highs schools, Abel Maldonado Youth Center, the Santa Maria Public Library, Allan Hancock College, Boys & Girls Club and local gyms.

**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.

N/A

**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.

N/A

### Lead Agency Information

<b>Name:</b>	City of Santa Maria		
<b>Address:</b>	110 S. Pine St, Suite 225		
<b>City, State Zip Code:</b>	Santa Maria, CA 93458		
<b>County:</b>	Santa Barbara County		
<b>Regional Entity:</b>	Santa Barbara County Association of Governments		
<b>Agency Website:</b>	<a href="http://www.cityofsantamaria.org">www.cityofsantamaria.org</a>		
<b>Approved Title VI (Date):</b>	10/31/2018		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="https://www.cityofsantamaria.org/Home/ShowDocument?id=25144">https://www.cityofsantamaria.org/Home/ShowDocument?id=25144</a>		

Allocation Request Prepared by	
<b>Name:</b>	Eustaquio Valdez
<b>Title:</b>	Transit Coordinator
<b>Phone #:</b>	(805) 925-0951 ext. 2170
<b>E-mail:</b>	<a href="mailto:evaldez@cityofsantamaria.org">evaldez@cityofsantamaria.org</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>	Cindy Ransdell
<b>Title:</b>	Transit Grants & Project Manager
<b>Phone #:</b>	(805) 925-0951 x.1727
<b>E-mail:</b>	<a href="mailto:cransdell@cityofsantamaria.org">cransdell@cityofsantamaria.org</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>	Fleet Electrification and Infrastructure Project					
<b>Description (Short):</b> <i>No more than 370 characters.</i>	Multi-Phase Project to include the purchase of three (3) new forty-foot zero emission battery electric transit buses, four (4) electric vehicle charging stations, and all related charging station improvements.					
<b>Type:</b>	Capital					
<b>Sub-Type</b>	Purchase replacement zero-emission vehicle(s) (may include equipment/infrastructure)					
<b>Total Years of Rollover:</b>	4		<b>Remaining years of Rollover:</b>	0		
<b>Start date (anticipated):</b>	07/01/20		<b>End date (anticipated):</b>	06/30/22		
<b>General Area (City/County):</b>	City of Santa Maria/ Santa Barbara County					
<b><i>Please provide specific area information for the project in the Lat-Lon tab.</i></b>						
<b>Identify the Project Census Tract(s) (10-digit identification code):</b>	6083002303;6083002305;6083002206;6083002205;6083002304;6083002006;6083001901;6083002012;6083002007;6083002005					
<b>Project Life -</b> For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
<b>Capital:</b>	15 years		<b>Operations:</b>			
<b>Funding:</b>	<b>99313:</b>	\$192,385	<b>99314:</b>	\$6,511	<b>Total:</b>	\$198,896
<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>	\$138,222	\$192,385					\$330,607
<b>PUC 99314 Amount:</b>	\$39,215	\$6,511					\$45,726
<b>Total LCTOP Funds:</b>	\$177,437	\$198,896	\$0	\$0	\$0	\$0	\$376,333
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>	\$89,172						\$89,172
<b>Total Project Cost:</b>	\$266,609	\$198,896	\$0	\$0	\$0	\$0	\$465,505

<b>Lead Agency:</b>	City of Santa Maria	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Eustaquio Valdez	\$192,385	99313
<b>Contact Phone #:</b>	(805) 925-0951 ext. 2170	\$6,511	99314
<b>Contact E-mail:</b>	evaldez@cityofsantamaria.org		

<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
<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>			

**Total FY 19-20 LCTOP Funding** \$198,896

**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
Without LCTOP funds this project would not be possible.

**Fully Funded Project** - Provide a description of the status of all the funds to be used to completely fund this project.  
The funds to be used to completely fund this project will be in most part LCTOP with some TDA/local funds being used to ensure the project is fully funded.

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	\$266,609	\$198,896	\$0	\$0	\$0	\$0	\$0	\$465,505
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$266,609</b>	<b>\$198,896</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$465,505</b>

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	\$177,437	\$198,896						\$376,333
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$177,437</b>	<b>\$198,896</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$376,333</b>

Funding Source: TDA								
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	\$89,172							\$89,172
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$89,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,172</b>

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>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## 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*.

This multi-phase project will include the purchase of three (3) new forty-foot zero emission battery electric transit buses, four (4) electric vehicle charging stations, and all related charging station improvements. Phase one includes the purchase and installation of infrastructure for electric vehicle charging stations, and all related charging station improvements to help power zero-emission buses. Infrastructure includes but not limited to trenching, installing and running conduit, running wires to charging locations, installation of power modules to regulate power stations, asphalt patch, updating electrical panels for proper power voltage requirement for charging stations and adaption for future solar enhancements. Trenching and conduit for future electrification charging units line at the bus yard has been completed. The estimated cost for Phase 1 is \$240,000. Phase two will be purchasing four charging units, and any surplus funds and following cycles will be used to purchase three (3) new forty-foot zero emission battery electric buses. The City has selected Proterra to purchase 35 foot buses with a seating capacity of 28-30 passengers. The model years will be 2022. Charging units will be 250 kw plug in chargers.

**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*.

Staff started a discussion about transitioning into zero-emission vehicles and be able to power electric buses as early of 2023 according to CARB requirements. There has been several discussions about fleet electrification and coordination with our construction engineer. Fleet Electrification is in our current Short Range Transit Plan as well with the public outreach and public participation that comes with it. Transit staff has attends the annual California Transit Association Conference in where Electrification is one of the top items in the agenda. Transit staff also attended the small operators zero emission bus tour in Antelope Valley Transit (AVTA) in February 2019. Attendees were able to get a tour of their facility and learn form their lessons learned. City staff is coordinating with our local electric company (PG & E) on electric vehicle infrastructure as well as working closely with Proterra. City of Santa Maria is part of an advisory group to work on a regional zero emission bus plan implementation plan. Electrifying the fleet will not burden any communities as it is good for the public health and the environment.

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

The project cost was developed on the assumption of purchasing and installing infrastructure for a four-power station battery electric bus charging system at transit properties. Infrastructure includes but not limited to trenching, installing and running conduit, running wires to charging locations, installation of power modules to regulate power stations, asphalt patch, updating electrical panels for proper power voltage requirement for charging stations and adaption for future solar enhancements. The estimated cost for Phase 1 is approximately \$240,000. In coordination with our construction engineer we reached out to a contractor who reached out to different locations in California and did extensive research on electric bus charging systems. The initial vehicles cost estimate was around \$650,000 each totaling around \$1,950,000. The budget for the four chargers is approximately \$150,000 total plus any surplus from the infrastructure portion.

## Agency Information

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

This project will not impact our fare structure.

SMAT (Local )-Regular \$1.50; Student with valid Student ID \$1.25; Seniors (60+) \$.75; Persons w/disabilites & medicare card holders \$.75; Children under 6 years with fare paying adult (max 3 children)-free.

Breeze (Intercommuntiy)-Regular \$2.00; Student with valid Student ID \$2.00; Seniors (60+)/Persons w/Disabilities, Medicare Card Holders \$1.00; Children under 46" tall-Free.

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

The City of Santa Maria is located along US-101 and Highway 1 in the central coast of California and in the northwest corner of Santa Barbara County. With a population of over 100,000, it is now the county's largest city . Though agriculture accounts for over a quarter of the city's employment base, hospitals, schools, and other industries play important roles in the local economy as well. South of Santa Maria, the unincorporated town of Orcutt is primarily a residential area that is also served by SMAT transit service. The concentration of major destinations along a limited number of corridors, as well as a development pattern mostly based on a regular grid, provides an opportunity for efficient and effective transit.

Demographics that are more likley to use and rely on public transportation include seniors and youth populations, median household income, and households with zero vehicle onwership. The transit center is located at 400 E. Boone St in Santa Maria and our Maintenance Facility is located at 1303 Fairway Drive, Santa Maria, CA 93455.

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

City of Santa Maria operates Santa Maria Area Transit (SMAT) which provides local transit within the city limits and Orcutt (unincorporated), Breeze intercommunity service and complementary paratransit service for its fixed route services as mandated by Americans with Disability Act. SMAT operates eight local routes that start as early as 5:30 a.m., with some routes terminating at 6:30 p.m. and evening routes until 9:37 p.m. SMAT operates seven days a week, with reduced frequency on weekends. SMAT provides no service on New Year's Day, Easter Sunday, Independence Day, Thanksgiving, and Chistmas Day. The Breeze Intercommunity Service consists of two routes. Route 100 provides service between Santa Maria, Vandenberg Air Fore Base and Lompoc. The Breeze 200 provides service between Santa Maria, Los Alamos, Buellton, and Solvang. The installation of infrastructure for charging systems at our transit properties is necessary in our goal of transitioning into a zero-emission fleet an important step to accelerate the use of advanced technologies in heavy-duty vehicles to meet air quality, climate, health goals and the SB32 requirement.



## 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.*

New Zero-Emission buses will reduce greenhouse gas emissions in two ways; first new vehicles create an incentive for members of the general public to use public transportation thus increasing overall ridership; second the new vehicles decrease the number of emissions by 100% per mile compared with our current fleet. The electric bus fleet conversion project will create a smarter and greener transit system that will serve our community.

**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.	2022	Estimated year of completion of this capital improvement.
<b>Year F (YrF)</b> - Final year that the service is funded or the final year of the capital improvements useful life.	2037	Based on a 15 year useful life.
<b>Project Yr1 Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	10,978	Ridership is expected to increase about 2% annually due to the improved reliability, convenience and the novelty. The systemwide ridership for FY 2019-2020 is 548,892.
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	10,978	Ridership is expected to increase about 2% annually due to the improved reliability, convenience and the novelty. The systemwide ridership for FY 2018/2019 is 687,383.
<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	Using the default for local bus service.
<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.	3.25	System wide average passenger trip length is 3.25 miles as reported in the National Transit Database (NTD).
<b>Project Useful Life</b>	15	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	164,670	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	299,699	<b>This number is calculated based on the values above.</b>
<b>Total Project GHG Emission Reductions (MTCO<sub>2e</sub>)</b>	1261.56	<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>	1261.56319	<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 buses
<b>% of Project Budget Associated with Primary Activity</b>	83%
<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>	10%
<b>Other Project Activity</b> ( <i>select from drop down</i> )	Procurement of electric vehicle supporting infrastructure
<b>% of Project Budget Associated with Other Activity</b>	7%

**Travel Cost Savings Benefits**

	Value	Explanation
<b>Standard Fare Cost for Project (\$/Trip)</b> <i>(Average fare associated with the project)</i>	<b>\$1.50</b>	Project does not impact fares.
<b>Reduced Fare Cost (\$/Trip)</b> <i>(Average fare after reduction associated with the project)</i>	<b>\$1.50</b>	Project does not impact fares.
<b>Transit Facility Parking Cost (\$/Trip)</b> <i>(Average cost to park to use transit associated with project)</i>	<b>\$0.00</b>	Project will not provide service
<b>Avoided Parking Cost (\$/Trip)</b> <i>(Average avoided parking cost associate with project)</i>	<b>\$0.00</b>	Project will not provide service
<b>Avoided Toll Cost (\$/Trip)</b> <i>(Average avoided toll cost associated with project)</i>	<b>\$0.00</b>	Project will not provide service

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

This project will increase mobility as new electric buses will attract new ridership as the buses will be more quiet, new vehicles are more reliable, have better seating (padded seats and higher seatbacks), improve air quality, and provides a positive impact on human health. All of these features create a better rider experience thus increasing ridership. Fleet infrastructure provides upgrades to enable fleet conversion to electric buses, which will reduce negative impacts to health and air quality.

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

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

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

Transitioning to an electric vehicles is a systemwide improvment that provides many benefits including a huge savings in fuel, noise pollution reduction making it a more pleasant ride for bus operators and transit riders, emission reduction including the elimination of CO2, NOx, PM10 and PM2.5 thereby improving air quality and positively impacting human health, and a safer work environment for technicians as electric batteries are safe, thermal runaway proof, non-toxic, and maintenance free, no diesel or diesel emission fluids needed for bus maintenance eliminating handling combustible fuels. Electric vehicles promotes active transportation, integration with other modes, and increases system reliability.

**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	Medium

<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>	0
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	198,896
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	0

<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):	C. Where direct engagement is infeasible, look at the individual factors in CalEnviroScreen 3.0 that are most impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percentile), and select a project that reduces the impacts of one of those factors;
<b>Priority Population Community Need:</b> Identify the specific Common Needs of Priority Populations (if you select letter D. in question above):	

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

The AB 1550 community relies on and uses public transit services for their daily and essential needs. Operating new electric buses is fundamental to meet service levels and provide reliable service on routes that have high use by low-income riders as new buses have a lower rate of break down. Another benefit to the low income neighborhoods will be a quieter operation by the new electric buses as they run more silently and are more neighborhood friendly. Community engagement is an ongoing process with workshops, transit meetings, surveys, engagement in Short Range Transit Plan, Unmet Transit Needs, customer service, and service changes. Transitioning to electric vehicles is a systemwide improvement that will provide a cleaner and better transportation system. The individual factors in CalEnviro Screen 3.0 that are most impacting the low-income community include the following; Pesticides, groundwater threats, hazardous waste, impaired water

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

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

N/A

**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.

There is ten (10) Low-Income Community census tracts within our service area. The new vehicles will decrease the number of emissions by 100% per mile compared with our current fleet. The electric bus fleet conversion project will create a smarter and greener transit system that will serve the low-income community. Fleet infrastructure provides upgrades to enable fleet conversion to electric buses, which will reduce negative impacts to health and air quality. There are many bus stops that are in the low income community and one in particular is Western & Taylor.

**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.

N/A

**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>	Yes
<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.

N/A