

Regional Early Action Planning Grants of 2021 (REAP 2.0) Annual Report Template for Metropolitan Planning Organizations



Santa Barbara County Association of Governments (SBCAG)

For the reporting period of:
January 1, 2023 to December 31, 2023

Instructions

This form is to be used for satisfying the reporting requirements of California Health and Safety Code section 50515.10. The report must be submitted to the California Department of Housing and Community Development (HCD) via email at reap2021@hcd.ca.gov in Microsoft Word format by April 1 of the year following award of funding, and annually thereafter by April 1 until all funds are expended.

Details about the REAP 2.0 program can be found at:

<https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021>

Note: This Microsoft Word form uses cross-references and formulas to autofill some fields using information inputted by the user. Cross-references and calculations may not update immediately upon input. The user may force updates to cross-references by entering and exiting the Print Preview of Word (*shortcut: Ctrl+P, Esc*), or by saving, closing, and then reopening the document. Formulas may be updated by right-clicking the field and selecting *Update Field*.

Refer to the following instructions to complete each part of the report.

Part I – Overall Context

In 500 words or less, provide a brief overview regarding the current status of each Proposed Use and Subtask(s)¹.

- **Overview:** A general description of the overall Proposed Use(s) and Subtask(s).
- **Current Status:** A short summary of the information requested in Part III – Status of Activities on progress made by each Proposed Use to meet the REAP 2.0 objectives:
 - Accelerating infill development that facilitates housing supply, choice, and affordability,
 - Affirmatively Furthering Fair Housing (AFFH), and
 - Reducing Vehicles Miles Traveled (VMT).

¹ If one or more Proposed Uses includes suballocations, please provide additional context for each suballocated award.

Part II – Highlights, Challenges, Opportunities, and Accomplishments

In a paragraph or two per Proposed Use², discuss the highlights, challenges, opportunities, and accomplishments realized at regional, subregional, or local levels to date. This part may include updates about:

- Engaging stakeholders
- Building support for housing and transportation
- Developing strategies for reducing VMT
- Adopting policy reforms to remove barriers to housing production
- Completing project deliverables
- Fostering subregional collaboration on housing and transportation planning
- Administering technical assistance
- Best practices
- Exemplary highlights and program outcomes

Part III – Activity Status and Funding Summary

Provide details of each Proposed Use. Utilize the project timeline and budget from the approved advance allocation and full application to complete the tables for each Proposed Use according to the columns provided as follows:

- **Advance Allocation Application – Proposed Activities:**
 - **Activity Title** – Input Proposed Activity title.
 - **Timeline** – Approximate start and completion dates of work performed.
 - **Amount Proposed & Amount Expended** – Specify the grant amounts proposed and expended for each approved Activity.
 - **Status** – Select whether activity is not started, in progress, or completed as of the end of the reporting period.

² For Proposed Uses that are suballocated, please provide this detail for each suballocation award.

- **Full Application – Proposed Uses & Subtasks:**

- **Activity No.** – Should correspond with Activity Number in Proposed Use Timeline and Budget in full application.
- **Activity Title** – Should correspond with Activity Title in Proposed Use Timeline and Budget in full application.
- **Eligible Uses** – Indicate which eligible uses are being achieved through the activity as listed in 50515.08 (c)(1)(E)(i-iv) (reference section [50515.08 \(d\)\(4-7\)](#) for additional information):
 - (i) Accelerating infill development, including housing;
 - (ii) Supporting residents through realizing Multimodal Communities,
 - (iii) Shifting travel behavior through reducing driving, and/or
 - (iv) Increasing transit ridership.
- **Suballocation (Sub)** – Check the box for each activity that utilizes suballocated funds.
- **Timeline** – Approximate start and completion dates of work performed.
- **Amount Allocated & Amount Expended** – Specify the grant amounts allocated and expended for each approved Proposed Use and Subtask.
- **Status** – Select a status from the dropdown menu (not started, in progress, complete).

Part IV – Measurable Outcomes by Proposed Use

Provide information in the tables provided related to accelerating infill housing, reducing VMT, and Affirmatively Furthering Fair Housing resulting from the performance of activities as of the end of the reporting period.

Part V – Web Report

Provide the URL(s) on the grantee's public website containing existing maps that illustrate VMT generation patterns in their region. A grantee may submit maps produced in the development of the grantee's adopted sustainable community strategies. If public maps are not available on the grantee's website, a statement confirming that the VMT information in [Site Check \(https://sitecheck.opr.ca.gov\)](https://sitecheck.opr.ca.gov) accurately visualizes VMT patterns in their region is sufficient. Additional maps relevant to the proposed use(s) may also be included.

Part VI – Additional Information

Provide materials produced for REAP 2.0 activities as supplemental documentation to this report. This may include templates, announcements, or other program guidance. Common file formats such as PDF, Word document, JPEG, etc. are sufficient.

The grantee may add any other information as deemed appropriate to demonstrate the status and impacts of the overall REAP 2.0 activities. The grantee may also discuss any anticipated changes and limiting or confounding factors potentially impacting the effectiveness of the activities.

The grantee may also add recent developments to the data inputted in the Annual Report submitted in the previous reporting period, if applicable. Self-reported data by cities and counties is available on [HCD's Housing Element and Implementation and APR Data Dashboard \(https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-implementation-and-apr-dashboard\)](https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-implementation-and-apr-dashboard) (note that HCD cannot independently verify most project-level data). HCD recognizes REAP 2.0 funds may not immediately impact production indicators for projects completed in 2023 and 2024, but that these numbers may be used as a baseline or context for indicating housing production at a regional scale.

Part I – Overall Context

Overview of Proposed Use(s) and Subtask(s):

The reporting period covered by this annual report (calendar year 2023) began days after SBCAG submitted its full application on December 27, 2022. The full application identified seven projects for REAP 2.0 funding in the Santa Barbara County region. The projects were selected via a competitive grant application process facilitated by SBCAG staff, with applications scored by regional stakeholders, and with projects ultimately recommended for funding by the SBCAG Board of Directors. The seven projects include the following.

- 1: City of Santa Maria Downtown Revitalization Infrastructure Improvements, \$2,500,000.
- 2: City of Lompoc Permit Ready Accessory Dwelling Unit Program, \$450,000.
- 3: Housing Trust Fund of Santa Barbara County Prototype 3D Printed Affordable Home, \$375,000.
- 4: University of California Santa Barbara, Santa Barbara County Active Transportation Data Dashboard, \$525,538.
- 5: Housing Authority of the City of Santa Barbara, Jacaranda Court Pilot Architectural Support, \$395,000.
- 6: City of Goleta San Jose Creek Multipurpose Path, \$734,933.
- 7: Housing Authority of the County of Santa Barbara Perkins Place, \$275,000.

In addition to the seven proposed uses, SBCAG continues to administer the program locally using the 10 percent advance allocation of \$583,941.

Current Status:

The reporting period began immediately after SBCAG submitted its full application and came to a conclusion as SBCAG was executing agreements with the sponsors of the seven proposed uses. On August 15, 2023, SBCAG received its Award Announcement from HCD. The Award Announcement stated "The Department intends to issue a Standard Agreement within 90 days..." SBCAG stood by waiting for the Standard Agreement. During a Microsoft Teams meeting with Paul McDougall on October 31, 2023, Paul stated that no agreement would be coming and the prior agreement meets the requirements. Furthermore, Paul stated that SBCAG could begin executing agreements with its proposed use project sponsors. SBCAG completed all seven agreements and sent them to awardees in December 2023. Full execution of agreements began in early 2024. Work has begun on several projects though SBCAG has yet to receive an invoice for any work completed.

Part II –Highlights, Challenges, Opportunities, and Accomplishments

During the reporting period, SBCAG worked with HCD and its partners and the SBCAG region project sponsors to complete seven iterations of the full application. The primary focus of each iteration was updates and clarification required for the measurable outcomes portion of the application. The full application and the associated revisions all built upon a robust public outreach process SBCAG facilitated in 2022. In addition, SBCAG had developed a local application, executed a call for projects, organized application scoring, received SBCAG Board approval of a suite of projects for the full application, and developed and submitted the full application.

Of the SBCAG regions seven projects, several began work. For example, the UCSB Active Transportation Data Dashboard project was begun ahead of execution of an agreement, but in compliance of the REAP 2.0 guidelines allowing for associated work completed back to July 1, 2021 to be completed. This situation creates a degree of risk for UCSB because it relies on execution of an agreement at a future date.

In summary, work has begun on several projects but SBCAG has not received an invoice for any work completed. 2023 was primarily occupied by review of the full application by HCD and its partners, comments provided to SBCAG, resubmittal of the full application, repeating until SBCAG received its award announcement on August 15, 2023. The balance of the year was used to develop agreements between SBCAG and each of the seven project sponsors. This involved development of scopes of work for each project, review by staff and legal counsels of each sponsor, and negotiating changes to the agreements.

With exception to the challenges resulting from the numerous revisions requested to the full application, the other primary challenge was the period between August 15 and October 31 when SBCAG was waiting for an agreement from HCD. As Paul McDougall noted on October 31, no new agreement was necessary. This loss of time delayed execution of agreements with the region's project sponsors.

Part III – Activity Status and Funding Summary

Insert data in the tables below regarding the status of activities and funding allocations and expenditures for each Proposed Activity/Use.

Advance Allocation Application – Proposed Activities

If the grantee did not submit the REAP 2.0 advance allocation application, check the following box and proceed to Full Application – Proposed Uses & Subtasks: ☐ Not Applicable

Activity Title	Timeline	Amount Proposed	Amount Expended	Status
1. On-going administration	Through March 2026	291,970.50	29,634.42	In Progress
2. Engagement Strategy	Jan-Aug 2022	48,495.09	48,495.09	Complete
3. SBCAG Resource Guide	Jan-Aug 2022	48,495.08	48,495.08	Complete
4. Public and Stakeholder Engagement	Feb-Oct 2022	96,990.16	96,990.16	Complete
5. Project Selection, Full Application Development	Jul-Dec 2022	96,990.17	96,990.17	Complete
				-Select-
				-Select-
				-Select-
				-Select-
				-Select-
				-Select-
Total	N/A	\$582,941.00	\$320,604.92	N/A

Full Application – Proposed Uses & Subtasks

Activity No.	Activity Title	Eligible Uses	Sub	Timeline	Amount Allocated	Amount Expended	Status
1.0	City of Santa Maria Downtown Revitalization Infrastructure Improvements	i, ii, iii, iv	☒	2023-2024	2,500,000.00	0.00	In Progress
1.1	Sewer Line Improvements	i	☒	2023-2024	1,250,000.00	0.00	In Progress
1.2	Bus Rapid Transit Station	i, ii, iii	☒	2023-2024	250,000.00	0.00	In Progress
1.3	Pedestrian Bridge Improvements	ii, iii, iv	☒	2023-2024	1,000,000.00	0.00	In Progress
2.0	Permit Ready Accessory Dwelling Unit Program	i, iii	☒	2024-2026	450,000.00	0.00	Not Started
2.1	Admin - hire consultant, staffing	i, iii	☒	2024	10,000.00	0.00	Not Started
2.2	Public Outreach	i, iii	☒	2024-2026	80,000.00	0.00	Not Started
2.3	Interagency Coordination	i, iii	☒	2024-2026	50,000.00	0.00	Not Started
2.4	Environmental Review	i, iii	☒	2024-2026	130,000.00	0.00	Not Started
2.5	Draft Product Development	i, iii	☒	2025-2026	100,000.00	0.00	Not Started
2.6	Final Product Development	i, iii	☒	2025-2026	80,000.00	0.00	Not Started
3.0	Prototype 3D Printed Affordable Home	i, iii	☒	2022-2024	375,000.00	0.00	In Progress
3.1	Planning and Predevelopment	i, iii	☒	2022-2024	100,000.00	0.00	In Progress
3.2	Construction	i, iii	☒	2023-2024	225,000.00	0.00	Not Started
3.2	Documentation and Dissemination of Project Findings	i, iii	☒	2022-2024	50,000.00	0.00	Not Started
4.0	Santa Barbara County Active Transportation Data Dashboard	i, ii, iii	☒	2023-2025	525,538.00	0.00	In Progress
4.1	Kickoff - Data Collection	i, ii, iii	☒	2023-2025	200,000.00	0.00	In Progress

Activity No.	Activity Title	Eligible Uses	Sub	Timeline	Amount Allocated	Amount Expended	Status
4 .2	Prototype through deployment	i, ii, iii	☒	2023-2025	325,538.00	0.00	In Progress
5 .0	Jacaranda Court Pilot - architectural support	i, iii	☒	2022-2025	395,000.00	0.00	In Progress
5 .1	Architectural: Schematic design, design development, construction documents, bidding and negotiations, construction, admin.	i, iii	☒	2022-2025	395,000.00	0.00	In Progress
6 .0	San Jose Creek Multipurpose Path	ii, iii	☒	2023-2027	734,933.00	0.00	In Progress
6 .1	Pre-construction: Funding, bid solicitation	ii, iii	☒	2023-2024	0.00	0.00	In Progress
6 .2	Construction	ii, iii	☒	2024-2026	734,933.00	0.00	Not Started
6 .3	Project Closeout	ii, iii	☒	2026-2027	0.00	0.00	Not Started
7 .0	Perkins Place	i, ii, iii, iv	☒	2024-2025	275,000.00	0.00	Not Started
7 .1	Construction	i, ii, iii, iv	☒	2024-2025	275,000.00	0.00	Not Started
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
Total	N/A	N/A	N/A	N/A	\$10,510,942.00	\$ 0.00	N/A

Activity No.	Activity Title	Eligible Uses	Sub	Timeline	Amount Allocated	Amount Expended	Status
4 .2	Prototype through deployment	i, ii, iii	☒	2023-2025	325,538.00	0.00	In Progress
5 .0	Jacaranda Court Pilot - architectural support	i, iii	☒	2022-2025	395,000.00	0.00	In Progress
5 .1	Architectural: Schematic design, design development, construction documents, bidding and negotiations, construction, admin.	i, iii	☒	2022-2025	395,000.00	0.00	In Progress
6 .0	San Jose Creek Multipurpose Path	ii, iii	☒	2023-2027	734,933.00	0.00	In Progress
6 .1	Pre-construction: Funding, bid solicitation	ii, iii	☒	2023-2024	0.00	0.00	In Progress
6 .2	Construction	ii, iii	☒	2024-2026	734,933.00	0.00	Not Started
6 .3	Project Closeout	ii, iii	☒	2026-2027	0.00	0.00	Not Started
7 .0	Perkins Place	i, ii, iii, iv	☒	2024-2025	275,000.00	0.00	Not Started
7 .1	Construction	i, ii, iii, iv	☒	2024-2025	275,000.00	0.00	Not Started
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
- -			☐				-Select-
Total	N/A	N/A	N/A	N/A	\$10,510,942.00	\$ 0.00	N/A

Part IV – Measurable Outcomes by Proposed Use

Input estimates in the tables below resulting from the performance of each REAP 2.0 activity. Please complete to the best of your ability regardless of whether the activity has been fully implemented or not.

Accelerating Infill Development

Proposed Use	Measurable Outcome	Baseline	Target	Results
1	Number new housing units in project area, reduction in VMT per capita	No housing units in redevelopment area	Accelerating new housing supply in downtown area	Not yet realized
2	Number of new housing units, increased land use intensities	Existing housing unit types prior to program implementation: 66 units over an 8-year period (8.25 ADU's per year), Existing land use intensities	Changing housing unit types with more ADUs. This program that is estimated increase ADU development by two or three times what is currently being built per year, allowing Lompoc to reach its requiring 1,506 dwelling units for Housing Element Compliance.	Not yet realized
3	Number of new housing units resulting from this demonstration project, Entitlement clarity for 3d printed homes, Increase in land use intensity in urban areas, Number of new 3D printed units in a qualified urban area (infill) on unused or	Zero 3d printed homes, No entitlement clarity for 3d printed homes, Urban environment with infill potential, Zero 3D printed housing units in Santa Barbara County	Demonstrating the feasibility of 3d printed homes in Santa Barbara County, Providing entitlement clarity for 3d printed housing construction, Accelerate new 3D printed affordable homes in urban infill areas	Not yet realized

Proposed Use	Measurable Outcome	Baseline	Target	Results
	underutilized parcels within existing development patterns and accessible by transit, walking, or bike			
4	Alternative transportation mode share, increase in number of people bicycling and walking within urban areas Reduction in active transportation related serious injuries and fatalities within urban areas New bicycling and pedestrian infrastructure in areas where automobile parking is not required consistent with state planning goals New infill housing development in areas with active transportation improvements informed by the dashboard Number of local agencies employing the dashboard in planning for infill development	5.43% (2020) active mode share for work trips (RTP-SCS) 6% of vehicle collisions involve a pedestrian or bicyclist (2015-19, five-year avg.) Existing active transportation network No new housing informed by dashboard No local agencies employing the dashboard	Increase active transportation infrastructure between housing and employment centers	Not yet realized

Proposed Use	Measurable Outcome	Baseline	Target	Results
5	Number of new housing units supported by the proposed use Number of City-owned parking lots converted to housing.	Existing housing supply Nine potential City-owned parking lots	Building affordable and infill housing	Not yet realized
6	The enhanced connectivity and opportunity to utilize alternative modes of transportation will improve existing housing or encourage further infill development because the site is located near sites zoned for mix-use retail and housing.	Number of connections in existing and potential infill- development sites.	Increasing infill development by providing active transportation connections to recently developed multi-family affordable housing units in the near vicinity and to the untapped potential for multiuse development in Old Town and ADUs through the City's ADU ordinance	Not yet realized
7	Number of new housing units	No rental vacancies; most commute long distances for jobs in New Cuyama In Cuyama Valley, 99% of land is zoned as agricultural; however, this will be the first rental project bigger than a duplex since the town's founding in 1952.	Increasing housing in New Cuyama	Not yet realized
8				

Affirmatively Furthering Fair Housing

Proposed Use	Measurable Outcome	Baseline	Target	Results
1	Number of new affordable housing units	No housing units in redevelopment area	Increased affordability and accessibility for special needs populations with ADA improvements, revitalizing downtown Santa Maria which has the highest number of the cities disadvantaged communities.	Not yet realized
2	Number of new affordable housing units in a “Low Resource” and “High Segregation & Poverty” area (census tract, 0683002702), The increases in housing choice and affordability and decreases in preconstruction fees from permit streamlining.	Existing affordable housing units prior to program implementation, Lack of housing-supportive infrastructure services.	Spurring ADU development that complies with HCD/RHNA to provide the necessary housing for all socio-economic groups, Developer friendly ADU entitlement process	Not yet realized
3	Number of new affordable housing units resulting from this demonstration project	Zero affordable 3d printed homes	Demonstrating lower cost housing construction methods	Not yet realized
4	Number of affordable housing units in low-resourced areas with alternative transportation	5.60% walk and 2.03% bike mode share (2015) in disadvantaged (EJ) communities (RTP-SCS)	Increase active transportation infrastructure between housing and employment	Not yet realized

Proposed Use	Measurable Outcome	Baseline	Target	Results
	options accessible within a half mile New bicycling and pedestrian infrastructure resulting in low-resourced areas Reduction in active transportation related serious injuries and fatalities within low-resourced urban areas	Existing active transportation network in low-resourced areas Baseline requires analysis conducted by the project to determine figure	centers, Increase active transportation infrastructure to reduce VMT and provide additional travel options between housing and employment centers	
5	Number of new moderate/middle income affordable housing units	Existing housing supply	Removing barriers to housing by offering affordable, rent-controlled units	Not yet realized
6	Enhanced access to public services and community assets (e.g., local schools, job sites, hospitals, and shopping centers) due to increased connectivity in disadvantaged and historically underserved areas.	Number of existing bicycle and pedestrian connections to key destinations for disadvantaged and underserved communities.	Increasing the accessibility and connectivity of disadvantaged communities to key destinations.	Not yet realized
7	Number of new affordable low-income housing units	No affordable rental vacancies	Increasing low-income housing and housing types/land uses in Cuyama, dedicating 16 of its units for farmworkers.	Not yet realized

Proposed Use	Measurable Outcome	Baseline	Target	Results
8				

Reducing Vehicle Miles Traveled

Proposed Use	Measurable Outcome	Baseline	Target	Results
1	Reduction in VMT per capita Increased transit ridership	-15% VMT area for residential uses, regional 2022 transit ridership data	New housing opportunity in VMT efficient area Increased transit ridership	Not yet realized
2	Changes in housing unit type before and after program implementation.	Existing housing unit types in location-efficient areas with proximity.	Increasing the location and number of ADUs with easy and close access to transit, which in turn increases ridership.	Not yet realized
3	Number of new housing units in VMT efficient areas	Existing housing stock within VMT efficient areas	This project seeks to increase the availability of 3D printed affordable units in the region in VMT efficient areas.	Not yet realized
4	New pedestrian or bicycle pathways	Existing pedestrian and bicycle network	Increase active transportation infrastructure to reduce VMT and provide additional travel options between housing and employment centers	Not yet realized
5	Reduction in VMT due to proximity of key destinations and job sites; limited off-street parking by replacing commuter parking lot; number of distinct land uses around the site.	Total number of commuters and changes in VMT.	Closing jobs-housing imbalance for the project's residents	Not yet realized

Proposed Use	Measurable Outcome	Baseline	Target	Results
	Number of surface automobile parking spaces converted to housing sites			
6	Number of surrounding connections to key destination that will reduce VMT (current estimate of 3.5%); increased frequency and ridership for alternative modes of transportation. New pedestrian/bicycle pathways	Current connections at project site: Four [4] barriers to north-south connectivity: US 101, UP Railroad, San Jose Creek, SR 217	Increase the use of pedestrian and bike paths to reduce VMT by creating a path that connects residents to key destinations, decreasing the reliance on automobiles.	Not yet realized
7	Increased numbers in transit ridership from free 5-year monthly bus passes provided to residents.	No monthly bus-pass option No food market in New Cuyama, requiring residents to commute to Santa Maria and/or Taft	Increasing public and multimodal transportation Reducing VMT by providing a mix of land uses	Not yet realized
8				

Part V – Web Report

URL(s): <https://sbcag.civicweb.net/filepro/documents/7135> (note that SBCAG recently upgraded its website and lost the direct link. This will be corrected.)

Part VI – Additional Information

Provide any additional indicators, outcomes, and anticipated changes, if applicable. ☒ Not Applicable