



**FY 2017-2018 LCTOP
Allocation Request**

Lead Agency Information

Name:	City of Lompoc Transit		
Address:	100 Civic Center Plaza		
City, State Zip Code:	Lompoc, CA 93436		
County:	Santa Barbara	Regional Entity:	Santa Barbara
Agency Website:	www.cityoflompoc.com		
Approved Title VI (Date)*:			
Link to Agency's Approved Title VI Plan:			

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY17-18 LCTOP Allocatio

Allocation Request Prepared by	
Name:	Richard Fernbaugh
Title:	Aviation/Transportation Manager
Phone #:	805-875-8268
E-mail:	r_fernbaugh@ci.lompoc.ca.us

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

Authorized Agent	
Name:	Michael W. Luther
Title:	Assistant Public Works Director
Phone #:	805-875-8272
E-mail	m_luther@ci.lompoc.ca.us

Legislative District Numbers						
Assembly*:	35					
Senate*:	19					
Congressional*:	24					

*if you have more Districts please provide an attachment

Project Summary

Name:	Fleet Maintenance and Transit Operation Center Renewable Energy					
Description (Short): <i>No more than 4 lines.</i>	Install 112,000 kWh photovoltaic (PV) system on new Fleet Maintenance and Transit Operation Center during construction. PV panels will be installed on Buildings 100 and 300. Each buildings PV panels will produce approximatly 56,000 kWh annually for a total of 112,000 kWh annually for the entire system.					
Type:	Capital					
Sub-Type	Purchase, construct, and install new solar pannels for transit facilities in support of new expanded/enhanced transit service					
Is the Lead Agency rolling over LCTOP funds:	Yes	How many years will the funds be rolled over:	3			
<i>If the Lead Agency is rolling over LCTOP funds in order to accumulate the need funds to complete the project leave the next question (Start Date) blank until the last year of rollover.</i>						
Start date (anticipated):	12/31/2018	End date (anticipated):	12/31/2022			
General Area (City/County):	Lompoc/Santa Barbara					
Specific Area (Lat-Long of the project in decimal degrees separated by a comma "," (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";")	34.643250, -120.452201 320 N. "D" Street, Lompoc, CA 93436					
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
Capital:	30	Operations:				
Funding:	99313:	\$138,222	99314:	\$15,190	Total:	\$153,412
Approved LONP:	No		LONP Approval date:			



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Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PUC 99313 Amount:		\$138,222	\$433,841				\$572,063
PUC 99314 Amount:		\$15,190	\$12,747				\$27,937
Total LCTOP Funds:	\$0	\$153,412	\$446,588	\$0	\$0	\$0	\$600,000
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$153,412	\$446,588	\$0	\$0	\$0	\$600,000

Lead Agency:	City of Lompoc Transit	Amount:	PUC Funds Type:
Contact Person:	Richard Fernbaugh	\$0	99313
Contact Phone #:	805-875-8268	\$27,937	99314
Contact E-mail:	r_fernbaugh@ci.lompoc.ca.us		

Contributing Sponsor:	Santa Barbara County Association of Governmen	Amount:	PUC Funds Type:
Contact Person:	Anne Jensen	\$572,063	99313
Contact Phone #:	805-961-8915	\$0	99314
Contact E-mails:	AJensen@sbcag.org		

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

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

Total FY 17-18 LCTOP Funding \$600,000

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
Without the 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 using a combination of Prop 1B, FTA 5307, TDA, and bond proceeds to construction the Fleet Maintenance and Transit Operations Project.



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Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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	\$153,412	\$446,588	\$0	\$0	\$0	\$0	\$600,000
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$153,412	\$446,588	\$0	\$0	\$0	\$0	\$600,000

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON		\$153,412	\$446,588					\$600,000
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$153,412	\$446,588	\$0	\$0	\$0	\$0	\$600,000

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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Funding Plan

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project/Agency Information

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 10 lines* .

City of Lompoc Transit (COLT) has purchased property and is 90% completed with PS&E for construction of a new Fleet Maintenance and Transit Operations Center. The project will enhance transit maintenance and operations capabilities for COLT. It will also provide secured storage for regional transit busses 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 9, 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 112,000 kWh solar energy system on Buildings 100 (56,000 kWh) and Building 300 (56,000 kWh) as supported by the referenced analysis.

Agency Service Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics). *No more than 10 lines*.

COLT serves the City of Lompoc; surrounding unincorporated County communities of Vandenberg Village, Mission Hills, and Mesa Oaks; provides regional service the Cities of Santa Barbara, Buellton and Solvang with our Santa Barbara Shuttle and Wine County Express routes.

Agency Service - Describe the service you provide and how the project plays into your overall operations plan. *No more than 10 lines*.

COLT directly provides fixed route, ADA, and regional service between Lompoc, Buellton, Solvang, and Santa Barbara. Additionally we participate in the Breeze regional service between the Cities of Lompoc and Santa Maria and support the Clean Air Express commuter service between Lompoc and south Santa Barbara County.

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 \$0.60, County \$1.00; ADA City \$2.00, County \$4.00. The proposed solar project will not affect COLT's fare structure.

Project Information (continued)

Project Costs - Describe the assumptions and process for how the projects costs were developed. *No more than 10 lines.*

Project assumes the installation of a 112,000 kWh solar system on buildings 100 and 300. Project cost was taken from the 90% PS&E cost estimate prepared by our design consultant.

Project Planning - Explain the planning process this project went through, including any public outreach/input, or workshop

As part of the overall project design of the Fleet Maintenance and Transit Operations Center Project our design team completed an preliminary analysis of the potential on-site renewable energy generation and estimated the sites approximate electrical energy usage. Site electrical energy need is estimated to be 125,000 kWh to over 300,000 kWh. The report provide several options for PV installation with up to 410,000 kWh of PV production possible. This project proposes only to install PV on Bld. 100 and 300 at this time with an estimated 112,000 kWh of PV production. Additional PV panels could be added in the future to Bld. 400 and an optional canopy as site demand increased or additional funding became available.

Environmental Justice - Explain how your agency designed the project to avoid substantial burden on *any* low income disadvantaged community.

Santa Barbara County does not have any designated disadvantaged communities.

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, reducing GHG.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanation/support for the data provided.

	Value	Explanation
Year 1 (Yr1) - <i>First year of service, or year that capital improvements will be completed.</i>	2020	Facility anticipated to begin construction in Fall of 2018 with a 18-24 month construction.
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2050	30-year useful life for photovoltaic system.
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>		N/A - renewable energy capital project.
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>		N/A - renewable energy capital project.
Adjustment (A) - <i>Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.</i>		N/A - renewable energy capital project.
Trip Length (L) - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>		N/A - renewable energy capital project.
Project Useful Life	30	This is calculated based on the values above.
Total Project Ridership Increased	0	This is calculated based on the values above.
Total Project VMTs Reduced	0	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	1271.89	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	0.00212	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

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

N/A - renewable energy capital project.

Co-Benefits - Check all additional Benefits/Outcomes.

Improved Safety

Improved Public Health

Reduced Operating/Maintenance Costs

Increase System Reliability

Other Benefits

Coordination with Educational Institution

College Grades K-12

Promotes Active Transportation

Promotes Integration w/ other modes

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

Solar panels will offset the electrical energy usage by providing a renewable energy source at the Fleet Maintenance and Transit Operations Center which will reduce operational costs through reduced electric utility bills.

AB 1550 Populations Benefits

Does your Service Area have a Disadvantaged Community?	No
Does the Project Benefit a Disadvantaged Community?	No
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?	Yes
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household with in a 1/2 of a Disadvantaged Community?	No

Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :	6083002703
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Identify AB 1550 Criteria Table:	Energy_Efficiency_and_Renewable_Energy
Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):	B. Is the entire project located within the boundaries of a low-income community census tract?
Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):	D. 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.
Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):	ECON 6 Reduce energy costs (e.g., weatherization, solar, etc.).

AB 1550 Community Need: Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.

As part of the Fleet Maintenance and Transit Operations Center project development the design team looked at the cost benefits of including solar panels into the project.

Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):	
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DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

N/A

Low-Income Community or Low-Income Household Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

The project will reduce the operational cost of COLT thru reduced utility bills. Reducing operational cost allows COLT to defer the need for fare increases.

Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

N/A

Amount funds to benefit a DAC: \$	0
Amount funds to benefit Low-Income Households & Residents: \$	600,000
Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$	0



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Fiscal Year 2017-18

Project Name:	Fleet Maintenance and Transit Operation Center	Contact Name:	Richard Fernbaugh
Lead Agency:	City of Lompoc Transit	Contact Phone #:	805-875-8268
Date Completed:		Contact Email:	r_fernbaugh@ci.lompoc.ca.us
Project ID			

Auto-fill field; no input required		Calculated field; no input required
Applicant must input, if required		Additional documentation required
Applicant must select from drop-down, if required;		

Applicant must input required fields from top to bottom (i.e., first Project Type, then Region, etc.).
 Required fields and descriptions are dependent on the inputs selected or entered.
 User tips to provide clarification or suggested inputs may appear when input cells are selected.

Inputs	Required	Description
This section is used to determine the quantification method and emission factors to use to estimate emissions.		
Project Type		Purchase, construct, and install new solar pannels for transit facilities in support of new expanded/enhanced transit service
Quantification Method	Fuel/Energy Reductions Automated	Emission Estimates = Emission Reductions from Fuel/Energy Reductions
Region	County Yes	The region that best encompass the geographic location for the proposed project type.
Subregion	Santa Barbara Yes	The county where the majority of the service occurs.
Year 1 (Yr1)	2020 Yes	The first year of the capital expenditure's useful life.
Year F (YrF)	2050 Yes	The final year of the capital expenditure's useful life.
Quantification Period	30 Calculated	The useful life of the capital expenditure.
This section is used to estimate the emission reductions from displaced auto vehicle miles traveled (VMT).		
Service Type	Local/ Intercity Bus (Short Distances) No	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the the proposed project. For projects that support multiple services, select Multi-modal.
Yr1 Ridership	0 No	The increase in annual unlinked passenger trips directly associated with the proposed project in the first year.
YrF Ridership	0 No	The increase in annual unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same value should be input for Yr1 and YrF.
Adjustment Factor (A)	0.00 No	Discount factor applied to annual ridership to account for transit-dependent riders. Use: documented project specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (L)	0.00 No	Annual passenger-miles over unlinked trips directly associated with the proposed project.
GHG Emission Reductions	Not Applicable Calculated	The estimated GHG emission reductions in metric ton (MT) of carbon dioxide equivalent (CO2e) from displaced auto VMT from the proposed project.
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).		
Vehicle Type	No	Not applicable for this project type.
Hybrid Vehicle	No	Not applicable for this project type.
Fuel/Energy Type	No	Not applicable for this project type.
Project Specific Emission Factor	No	Not applicable for this service type.
Model Year	No	Not applicable for this project type.
Annual VMT	No	Not applicable for this project type.
Annual Fuel/Energy	No	Not applicable for this project type.
GHG Emissions	Not Applicable Calculated	Not applicable for this project type.
This section is used to estimate the net emission reductions from vehicle replacement or fuel/energy reductions as a result of the proposed project.		



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Additional GHG Reductions	Fuel/Energy Reductions	Yes	Fuel/energy reductions expected to be realized as a result of the project (e.g., reduced deadhead mileage).
Vehicle Type	Transit Bus	Yes	The vehicle type of the existing vehicles expected to realize fuel/energy reductions as a result of the project (e.g., Transit Bus)
Fuel/Energy Type	Electric	Yes	The fuel/energy type of the fuel/energy reductions expected to be realized as a result of the project (e.g., Diesel, Electric, etc.).
Model Year		Yes	Engine model year of the vehicle to be replaced
Annual VMT		No	Not applicable for this project type.
Annual Fuel/Energy	112000	Yes	The estimated annual fuel reductions expected to be realized as a result of the project.
GHG Reductions	1,271.89	Calculated	The estimated GHG emission reductions (MTCO ₂ e) from vehicle replacement or fuel/energy reductions.
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
FY 2017-18 LCTOP GGRF Funds Requested	\$153,412.00	Yes	The amount of FY 2017-18 LCTOP dollars the applicant is requesting from Caltrans per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$600,000.00	Yes	The amount equal to FY 2017-18 LCTOP Funds Requested plus all LCTOP dollars from Caltrans that have previously been awarded to the same project and any future LCTOP dollars that the project plans to apply for. If no other LCTOP funds have been requested, the Total LCTOP GGRF Funds Requested will be the same amount as the FY 2017-18 LCTOP Funds Requested.
Total GGRF Funds Requested	\$600,000.00	Yes	The amount equal to the Total LCTOP Funds Requested plus all GGRF dollars that have previously been awarded to the same project and any other GGRF dollars that the project has or plans to apply for. If no other GGRF funds have been requested, the Total GGRF Funds Requested will be the same amount as the Total LCTOP GGRF Funds Requested.
This section calculates the greenhouse gas (GHG) emission reductions achieved by the proposed project.			
Total Project GHG Reductions	1,272	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP Project GHG Reductions	1,272	Calculated	This is the portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.



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Project Name:	Fleet Maintenance and Transit	Contact Name:	Richard Fernbaugh
Lead Agency:	City of Lompoc Transit	Contact Phone #:	805-875-8268
Date Completed:		Contact Email:	r_fernbaugh@ci.lompoc.ca.us
Project ID			

Display fields only; no inputs required

	Results	Description
GHG Emission Reduction Start Date (Year)	2020	The first year the proposed LCTOP project will achieve GHG emission reductions.
Total GHG Emission Reductions (MTCO₂e)	1,272	Total GHG emission reductions (MTCO ₂ e) from the proposed project during the quantification period.
Total GHG Emission Reductions /Total GGRF Funds Requested (MTCO₂e/\$)	0.0021	The metric to be reported in the application.
LCTOP GHG Emission Reductions (MTCO₂e)	1,272	This is the portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.
LCTOP GHG Emission Reductions /Total LCTOP GGRF Funds Requested (MTCO₂e/\$)	0.0021	The metric to be reported in the application.



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Project Name:	Fleet Maintenance and Transit Operation C	Contact Name:	Richard Fernbaugh
Lead Agency:	City of Lompoc Transit	Contact Phone #:	805-875-8268
Date Completed:		Contact Email:	r_fernbaugh@ci.lompoc.ca.gov
Project ID			

Display fields only; no inputs required

		Total CCI	Results
Key Variables	Passenger VMT Reductions (miles)		N/A
	Fossil Fuel Use Reductions		N/A
	Renewable Energy Generated (kWh)		112,000
	Fossil Fuel Energy Use Reductions (kWh)		112,000
Co-Benefits	ROG Emission Reductions (lbs)		
	NO _x Emission Reductions (lbs)		
	PM _{2.5} Emission Reductions (lbs)		
	Diesel PM Emission Reductions (lbs)		0
		LCTOP	Results
Key Variables	Passenger VMT Reductions (miles)		N/A
	Fossil Fuel Use Reductions		N/A
	Renewable Energy Generation (kWh);		112,000
	Fossil Fuel Energy Use Reductions (kWh)		112,000
Co-Benefits	ROG Emission Reductions (lbs)		
	NO _x Emission Reductions (lbs)		
	PM _{2.5} Emission Reductions (lbs)		
	Diesel PM Emission Reductions (lbs)		0
		Additional CCI Program	Results
Key Variables	Passenger VMT Reductions (miles)		N/A
	Fossil Fuel Use Reductions		N/A
	Renewable Energy Generated (kWh)		N/A
	Fossil Fuel Energy Use Reductions (kWh)		
Co-Benefits	ROG Emission Reductions (lbs)		
	NO _x Emission Reductions (lbs)		
	PM _{2.5} Emission Reductions (lbs)		
	Diesel PM Emission Reductions (lbs)		N/A