

**Lead Agency Information**

<b>Name:</b>	Santa Barbara Metropolitan Transit District		
<b>Address:</b>	550 Olive St.		
<b>City, State Zip Code:</b>	Santa Barbara, CA 93101		
<b>County:</b>	Santa Barbara	<b>Regional Entity:</b>	Santa Barbara
<b>Agency Website:</b>	<a href="http://www.sbmtbd.gov">www.sbmtbd.gov</a>		
<b>Approved Title VI (Date)*:</b>	5/19/2017		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="http://sbmtbd.gov/wp-content/uploads/2017/10/SBMTD_2017_Title_VI_Pro">http://sbmtbd.gov/wp-content/uploads/2017/10/SBMTD_2017_Title_VI_Pro</a>		

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

Allocation Request Prepared by	
<b>Name:</b>	Steve Maas
<b>Title:</b>	Mgr of Gov't Relations & Compliance
<b>Phone #:</b>	(805) 883-4227
<b>E-mail:</b>	<a href="mailto:smaas@sbmtbd.gov">smaas@sbmtbd.gov</a>

Contact (if different then "Prepared by")	
<b>Name:</b>	Steve Maas
<b>Title:</b>	Mgr of Gov't Relations & Compliance
<b>Phone #:</b>	(805) 883-4227
<b>E-mail:</b>	<a href="mailto:smaas@sbmtbd.gov">smaas@sbmtbd.gov</a>

Authorized Agent	
<b>Name:</b>	Jerry Estrada
<b>Title:</b>	General Manager
<b>Phone #:</b>	(805) 963-3364
<b>E-mail:</b>	<a href="mailto:jestrada@sbmtbd.gov">jestrada@sbmtbd.gov</a>

Legislative District Numbers						
<b>Assembly*:</b>	37					
<b>Senate*:</b>	19					
<b>Congressional*:</b>	24					

\*if you have more Districts please provide an attachment

**Project Summary**

<b>Name:</b>	Purchase Four Replacement Zero-Emission Buses					
<b>Description (Short):</b> <i>No more than 4 lines.</i>	SBMTD proposes to use these funds towards the purchase of four zero-emission 40-ft. electric buses. These buses will replace four 40-ft. diesel buses that were manufactured in 1998 and are well beyond their useful life.					
<b>Type:</b>	Capital					
<b>Sub-Type</b>	Purchase replacement zero-emission vehicles					
<b>Is the Lead Agency rolling over LCTOP funds:</b>	No	<b>How many years will the funds be rolled over:</b>				
<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>						
<b>Start date (anticipated):</b>	7/1/2018	<b>End date (anticipated):</b>	6/30/2020			
<b>General Area (City/County):</b>	City of Santa Barbara/Santa Barbara County					
<b>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 ";")</b>	34.422932, -119.690515					
<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>	14 Years	<b>Operations:</b>				
<b>Funding:</b>	99313:	\$138,222	99314:	\$114,368	<b>Total:</b>	\$252,590
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>			

**FY 2017-2018 LCTOP  
Allocation Request**

**Funding Information**

<i>LCTOP Allocation Year</i>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>Total</b>
<b>PUC 99313 Amount:</b>		\$138,222					\$138,222
<b>PUC 99314 Amount:</b>		\$114,368					\$114,368
<b>Total LCTOP Funds:</b>	\$0	\$252,590	\$0	\$0	\$0	\$0	\$252,590
<b>Other GGR Funds:</b>		\$0					\$0
<b>Other Funds:</b>		\$3,497,410					\$3,497,410
<b>Total Project Cost:</b>	\$0	\$3,750,000	\$0	\$0	\$0	\$0	\$3,750,000

<b>Lead Agency:</b>	Santa Barbara Metropolitan Transit District	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Steve Maas		99313
<b>Contact Phone #:</b>	(805) 883-4227	\$114,368	99314
<b>Contact E-mail:</b>	smaas@sbmtd.gov		

<b>Contributing Sponsor:</b>	Santa Barbara County Assoc. of Governments	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Anne Jensen	\$138,222	99313
<b>Contact Phone #:</b>	(805) 961-8915		99314
<b>Contact E-mails:</b>	<a href="mailto:ajensen@sbcag.org">ajensen@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>			

<b>Total FY 17-18 LCTOP Funding</b>	<b>\$252,590</b>
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**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
 If awarded, the requested LCTOP funds will complete the funding for this project. If the requested LCTOP funds are not awarded SBMTD will attempt to determine a replacement funding source for the requested \$252,590.

**Fully Funded Project** - Provide a description of the status of all the funds to be used to completely fund this project.  
 1) FY 2017-18 LCTOP funds as requested in this allocation request; 2) CA State Transit Assistance funds allocated to SBMTD by the MPO/RTPA; 3) CA SB1 State of Good Repair funds allocated to SBMTD by the MPO/RTPA; 4) Federal Section 5339(b) discretionary funds awarded to SBMTD by the Federal Transit Administration.

**FY 2017-2018 LCTOP  
Allocation Request**

**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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$3,750,000	\$0	\$0	\$0	\$0	\$0	\$3,750,000
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>

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								\$0
Veh/Equip Purchase		\$252,590						\$252,590
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$252,590</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$252,590</b>

Funding Source:		California State Transit Assistance						
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		\$765,624						\$765,624
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$765,624</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$765,624</b>

Funding Source:		California SB1 State of Good Repair						
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		\$530,739						\$530,739
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$530,739</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,739</b>

Funding Source:		FTA Section 5339(b) Discretionary Award						
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		\$2,201,047						\$2,201,047
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$2,201,047</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,201,047</b>

**FY 2017-2018 LCTOP  
Allocation Request**

**Funding Plan**

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
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

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
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

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
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

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
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

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
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/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* .

SBMTD proposes to apply these funds, along with other local, state, and Federal funds, to purchase four 40-ft. zero-emission battery-electric buses that will be manufactured by BYD at their plant in Lancaster, California. This is part of a larger project that will replace 14 buses in total. The new buses will replace 40-ft. diesel buses that were manufactured in 1998 and are now 20 years old, well beyond their expected useful life.

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

The Santa Barbara Metropolitan Transit District (SBMTD) serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County, California. The SBMTD district boundaries correspond closely with the boundaries of the Santa Barbara urbanized area (UZA), with a population of just under 200,000 persons. The service area runs from the Ventura County border in the east to the western end of Goleta, between the Pacific Ocean to the south and the Santa Ynez Mountains and the Los Padres National Forest to the north. The service area includes the cities of Santa Barbara, Carpinteria, and Goleta, and the unincorporated communities of Isla Vista, Montecito, and Summerland. The University of California, Santa Barbara (UCSB), Santa Barbara City College (SBCC), and the Santa Barbara Municipal Airport are also included within the service area.

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

SBMTD directly operates public transit service on 25 fixed-route bus lines throughout the district, and in FY 2017 provided more than 6.4 million passenger trips while operating approximately 218,000 revenue hours and more than 2.6 million revenue miles of fixed-route bus service. SBMTD contracts with Easy Lift Transportation, Inc., a local non-profit organization, to provide the complementary paratransit service required by the Americans with Disabilities Act. SBMTD has qualified as a "Small Transit-Intensive City" (STIC) under the FTA Section 5307 program each year that the STIC program has been in existence.

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

The project will not affect SBMTD's fare structure. SBMTD accepts cash fares, tokens, 10-ride passes, and unlimited 30-day and one-day passes. UCSB and SBCC students receive unlimited-ride passes, included in their registration fee. The SBMTD regular adult cash fare is \$1.75 for a one-way trip. Transfers to complete a one-way trip are free. SBMTD offers reduced cash fares of \$0.85 to elderly persons (age 62 and up), persons with disabilities, and Medicare card holders. SBMTD provides free service to children 45 inches and under. There is a \$0.50 fare (\$0.25 reduced fare) on the Downtown-Waterfront Shuttle and the Seaside Shuttle. The ADA paratransit service fare is \$3.50.

**Project/Agency Information (continued)**

<p><b>Project Costs</b> - Describe the assumptions and process for how the projects costs were developed. <i>No more than 10 lines.</i></p> <p>SBMTD staff evaluated the price of the BYD buses against recent electric bus purchases by other agencies, and found that the price of the buses was reasonable and competitive.</p>
<p><b>Project Planning</b> - Explain the planning process this project went through, including any public outreach/input, or workshops</p> <p>The SBMTD Board of Directors approved the zero-emission bus purchase on January 30, 2018, at their regular meeting. The meeting was open to the public and members of the public had an opportunity to express their views of the project. In addition, the purchase of 40-ft. electric buses has been discussed in public meetings of the SBMTD Board of Directors for several years and has received substantial community support. As the project progresses, SBMTD staff will seek stakeholder input on the best ways to reach specific communities and demographics (e.g., students, seniors, commuters, low-income populations) with information about the new buses.</p>
<p><b>Environmental Justice</b> - Explain how your agency designed the project to avoid substantial burden on <i>any</i> low income disadvantaged community.</p> <p>The project will not impose a substantial burden on any community. The project will benefit low-income disadvantaged communities by replacing 20-year-old 40-ft. diesel buses with new 40-ft. zero-emission electric buses that will enhance the reliability and on-time performance of the transit service and the air quality of the neighborhoods.</p>

**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 four new zero-emission electric buses will replace 1998 diesel buses and are expected to operate a total of 131,200 miles annually. Also, it is expected that the improved performance and reliability of the new buses will entice additional riders, which will remove automobile trips and thus reduce annual VMT.

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

	<b>Value</b>	<b>Explanation</b>
<b>Year 1 (Yr1)</b> - First year of service, or year that capital improvements will be completed.	2020	SBMTD expects to have the new buses in service before the end of 2020.
<b>Year F (YrF)</b> - Final year that the service is funded or the final year of the capital improvements useful life.	2034	SBMTD typically operates revenue vehicles longer than the FTA "useful Life" standard, and expects to operate the new buses for a minimum of 14 years.
<b>Project Yr1 Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.		
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.		
<b>Adjustment (A)</b> - Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.		
<b>Trip Length (L)</b> - Length (miles) of average auto trip reduced or average passenger trip length (miles).		
<b>Project Useful Life</b>	14	This is calculated based on the values above.
<b>Total Project Ridership Increased</b>	0	This is calculated based on the values above.
<b>Total Project VMTs Reduced</b>	0	This number is calculated based on the values above.
<b>Estimated Total Project GHG (mtco2) Reduction:</b>	4803.71	This number is calculated based on the values from above and the QM-Tool tab.
<b>LCTOP Emission Reductions /Total LCTOP Funds Requested</b>	0.01902	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).

Although this is a capital bus replacement project, and will not add new service or expand existing service, SBMTD does expect an improvement to on-time performance due to the enhanced reliability of the new buses. This is expected to attract additional riders and, thus, increase transit mode share.

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

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

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

The new electric revenue vehicles will be zero-emission buses that will result in improved public health through lower GHG emissions. The new vehicles will replace 1998 diesel buses, resulting in lower maintenance costs and fewer mechanical system failures (breakdowns). Fewer breakdowns will result in fewer vehicle exchanges, improving system reliability.



**AB 1550 Populations Benefits**

<b>Does your Service Area have a Disadvantaged Community?</b>	No
<b>Does the Project Benefit a Disadvantaged Community?</b>	No
<b>Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?</b>	Yes
<b>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?</b>	No

<b>Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :</b>	n/a
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<b>Identify AB 1550 Criteria Table:</b>	Low_Carbon_Transportation
<b>Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):</b>	B. Is the project located within the boundaries of a low-income community census tract?
<b>Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):</b>	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.
<b>Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):</b>	PHS 1 Reduce health harms (e.g., asthma) suffered disproportionately by low-income residents / communities due to air pollutants.

<b>AB 1550 Community Need:</b> Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.
The new electric buses will serve various AB 1550 low-income communities. The new vehicles will result in fewer GHG emissions and fewer vehicle breakdowns, resulting in improvement of on-time performance. Both of these concerns have been raised many times at public meetings of the SBMTD Board of Directors, as well as communications from community members to SBMTD staff.

<b>Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):</b>	F. Project creates or improves infrastructure or equipment that reduces air pollution on regular scheduled routes that are primarily within an AB 1550 community (e.g., rail electrification, zero-emission bus);
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**DAC Benefit** - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

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Allocation Request**

n/a - No DAC in service area

**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 new zero-emission electric buses will serve various AB 1550 low-income communities. The new buses will result in fewer GHG emissions, which will reduce health harms suffered disproportionately by AB 1550 populations due to air pollutants. The new vehicles will improve transit service on-time performance, due to fewer vehicle breakdowns, on routes that have high use by low-income riders. Both of these concerns have been raised many times at public meetings of the SBMTD Board of Directors, as well as communications from community members to SBMTD staff.

**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 - No DAC in service area

<b>Amount funds to benefit a DAC: \$</b>	0
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	252,590
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	0



**California Air Resources Board  
 Calculator Tool for the  
 California Department of Transportation  
 Low Carbon Transit Operations Program  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2017-18**

<b>Project Name:</b>	<b>Purchase Four Replacement Zero-Emission Buses</b>	<b>Contact Name:</b>	<b>Steve Maas</b>
<b>Lead Agency:</b>	<b>Santa Barbara Metropolitan Transit District</b>	<b>Contact Phone #:</b>	<b>(805) 883-4227</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>smaas@sbmtd.gov</b>
<b>Project ID</b>			

Auto-fill field; no input required	Applicant must input, if required	Calculated field; no input required
Applicant must select from drop-down, if required;		Additional documentation 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.		
<b>Project Type</b>	Purchase replacement zero-emission vehicles	
<b>Quantification Method</b>	Technology Conversion	Automated
<b>Region</b>	County	Yes
<b>Subregion</b>	Santa Barbara	Yes
<b>Year 1 (Yr1)</b>	2020	Yes
<b>Year F (YrF)</b>	2034	Yes
<b>Quantification Period</b>	14	Calculated
This section is used to estimate the emission reductions from displaced auto vehicle miles traveled (VMT).		
<b>Service Type</b>		No
<b>Yr1 Ridership</b>	0	No
<b>YrF Ridership</b>	0	No
<b>Adjustment Factor (A)</b>	0.00	No
<b>Length of Average Trip (L)</b>	0.00	No
<b>GHG Emission Reductions</b>	Not Applicable	Calculated
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).		
<b>Vehicle Type</b>	Transit Bus	Yes
<b>Hybrid Vehicle</b>	No	Yes
<b>Fuel/Energy Type</b>	Electric	Yes
<b>Project Specific Emission Factor</b>		Optional
<b>Model Year</b>	2020	Yes
<b>Annual VMT</b>	131,200	Yes
<b>Annual Fuel/Energy</b>		No
<b>GHG Emissions</b>	874	Calculated
This section is used to estimate the net emission reductions from vehicle replacement or fuel/energy reductions as a result of the proposed project.		
<b>Additional GHG Reductions</b>	Vehicle Replacement	Yes
<b>Vehicle Type</b>	Transit Bus	Yes



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<b>Fuel/Energy Type</b>	Diesel	Yes	The fuel type of the vehicle expected to be replaced as a result of the project (e.g., Transit Bus).
<b>Model Year</b>	1998	Yes	Engine model year of the vehicle to be replaced
<b>Annual VMT</b>	131,200	Yes	The estimated annual VMT of the vehicle to be acquired.
<b>Annual Fuel/Energy</b>		No	Not applicable for this vehicle type.
<b>GHG Reductions</b>	5,677.70	Calculated	The estimated GHG emission reductions (MTCO <sub>2e</sub> ) from vehicle replacement or fuel/energy reductions.
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
<b>FY 2017-18 LCTOP GGRF Funds Requested</b>	\$252,590.00	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.
<b>Total LCTOP GGRF Funds Requested</b>	\$252,590.00	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.
<b>Total GGRF Funds Requested</b>	\$252,590.00	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.			
<b>Total Project GHG Reductions</b>	4,804	Calculated	Total GHG emission reductions (MTCO <sub>2e</sub> ) from the project during the useful life.
<b>LCTOP Project GHG Reductions</b>	4,804	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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<b>Project Name:</b>	<b>Purchase Four Replacement Z</b>	<b>Contact Name:</b>	<b>Steve Maas</b>
<b>Lead Agency:</b>	<b>Santa Barbara Metropolitan Tra</b>	<b>Contact Phone #:</b>	<b>(805) 883-4227</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>smaas@sbmtd.gov</b>
<b>Project ID</b>			

Display fields only; no inputs required

	<b>Results</b>	<b>Description</b>
<b>GHG Emission Reduction Start Date (Year)</b>	<b>2020</b>	The first year the proposed LCTOP project will achieve GHG emission reductions.
<b>Total GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>4,804</b>	Total GHG emission reductions (MTCO <sub>2</sub> e) from the proposed project during the quantification period.
<b>Total GHG Emission Reductions /Total GGRF Funds Requested (MTCO<sub>2</sub>e/\$)</b>	<b>0.0190</b>	The metric to be reported in the application.
<b>LCTOP GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>4,804</b>	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.
<b>LCTOP GHG Emission Reductions /Total LCTOP GGRF Funds Requested (MTCO<sub>2</sub>e/\$)</b>	<b>0.0190</b>	The metric to be reported in the application.



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<b>Project Name:</b>	<b>Purchase Four Replacement Zero-Emission</b>	<b>Contact Name:</b>	<b>Steve Maas</b>
<b>Lead Agency:</b>	<b>Santa Barbara Metropolitan Transit District</b>	<b>Contact Phone #:</b>	<b>(805) 883-4227</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>smaas@sbmtd.gov</b>
<b>Project ID</b>			

Display fields only; no inputs required

		<b>Total CCI</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		N/A	
	Fossil Fuel Use Reductions		N/A	gallons of Diesel
	Renewable Energy Generated (kWh)		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)		6,633	
	NO <sub>x</sub> Emission Reductions (lbs)		150,201	
	PM <sub>2.5</sub> Emission Reductions (lbs)		3,750	
	Diesel PM Emission Reductions (lbs)		3,919	
		<b>LCTOP</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		N/A	
	Fossil Fuel Use Reductions		N/A	gallons of Diesel
	Renewable Energy Generation (kWh);		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)		6,633	
	NO <sub>x</sub> Emission Reductions (lbs)		150,201	
	PM <sub>2.5</sub> Emission Reductions (lbs)		3,750	
	Diesel PM Emission Reductions (lbs)		3,919	
		<b>Additional CCI Program</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		N/A	
	Fossil Fuel Use Reductions		N/A	gallons of Diesel
	Renewable Energy Generated (kWh)		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)		N/A	
	NO <sub>x</sub> Emission Reductions (lbs)		N/A	
	PM <sub>2.5</sub> Emission Reductions (lbs)		N/A	
	Diesel PM Emission Reductions (lbs)		N/A	