



**FY 2017-2018 LCTOP  
Allocation Request**

**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	<b>Regional Entity:</b>	Santa Barbara
<b>Agency Website:</b>	<a href="http://www.cityofsantamaria.org">www.cityofsantamaria.org</a>		
<b>Approved Title VI (Date)*:</b>	6/16/2015		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="http://www.cityofsantamaria.org">www.cityofsantamaria.org</a>		

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

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>	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>

Authorized Agent	
<b>Name:</b>	Austin O'Dell
<b>Title:</b>	Transit Services Manager
<b>Phone #:</b>	(805) 925-0951 ext.2480
<b>E-mail</b>	<a href="mailto:aodell@cityofsantamaria.org">aodell@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>	Fleet Electrification and Infrastruction Project.					
<b>Description (Short):</b> <i>No more than 4 lines.</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 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>		<b>End date (anticipated):</b>				
<b>General Area (City/County):</b>	City of Santa Maria and Orcutt, CA					
<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>	"34.564745,-120.254930"; "34.545161,-120.272994"					
<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>	\$138,223	<b>99314:</b>	\$12,606	<b>Total:</b>	\$150,829
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>			



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**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>		\$138,223	\$140,000	\$1,920,000			\$2,198,223
<b>PUC 99314 Amount:</b>		\$12,606	\$10,000	\$30,000			\$52,606
<b>Total LCTOP Funds:</b>	\$0	\$150,829	\$150,000	\$1,950,000	\$0	\$0	\$2,250,829
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>		\$89,171					\$89,171
<b>Total Project Cost:</b>	\$0	\$240,000	\$150,000	\$1,950,000	\$0	\$0	\$2,340,000

<b>Lead Agency:</b>	City of Santa Maria	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Eustaquio Valdez	\$10,163	99313
<b>Contact Phone #:</b>	(805) 925-0951 ext.2170		99314
<b>Contact E-mail:</b>	evaldez@cityofsantamaria.org		

<b>Contributing Sponsor:</b>	SBCAG	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Anne Jensen	\$138,223	99313
<b>Contact Phone #:</b>	(805) 961-8915	\$2,443	99314
<b>Contact E-mails:</b>	ajensen@sbcag.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>			

**Total FY 17-18 LCTOP Funding**    **\$150,829**

**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
 LCTOP funds will not supplant other funds to complete this project. LCTOP funds were planned to be used from the start of the project.

**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, TDA, LTF, and STA.



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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	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
Veh/Equip Purchase	\$0	\$0	\$150,000	\$1,950,000	\$0	\$0	\$0	\$2,100,000
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$150,000</b>	<b>\$1,950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,340,000</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		\$150,829						\$150,829
Veh/Equip Purchase			\$150,000	\$1,950,000				\$2,100,000
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$150,829</b>	<b>\$150,000</b>	<b>\$1,950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,250,829</b>

Funding Source: TDA								
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		\$89,171						\$89,171
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$89,171</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,171</b>

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
<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 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
<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>



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**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* .

Purchase three (3) new forty-foot zero emission battery electric transit buses, four (4) electric vehicle charging stations, and all related charging station improvements. This project will be completed in phases. Phase one will be the FY 2017-18 funds for the purchase and installation of infrastructure for electric vehicle charging stations, and all related charging station improvements to help power zero-emission buses. Phase two will be the FY 2018-19 funds to purchase four charging units, and the surplus from FY 2018/19 funds and following cycles will be used to purchase three (3) new forty-foot zero emission battery electric buses. Phase one will include infrastructure for four charging stations 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.

**Agency Service Area** - Describe the project area including the city, town, 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 likely to use and rely on public transportation include seniors and youth populations, median household income, and households with zero vehicle ownership.

**Agency Service** - Describe the service you provide and how the project plays into your overall operations plan. *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. The Breeze Intercommunity Service consists of two routes. Route 100 provides service between Santa Maria, Vandenberg Air Force 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, and health goals. In addition SB32 requires California Air Resources Board to ensure that statewide greenhouse emissions are reduced to 40% below the 1990 level by 2030.

**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/disabilities & medicare card holders \$.75; Children under 6 years with fare paying adult (max 3 children)-free.

Breeze (Intercommunity)-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.

**Project Information (continued)**

**Project Costs** - Describe the assumptions and process for how the projects costs were developed. *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. 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.

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

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. A Short Range Transit Plan is around the corner and this topic will be in the plan as well with the public outreach and public participation that comes with it.

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

This project will not burden any low-income or disadvantaged community.

**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 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.	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.	7,043	Ridership is expected to increase about 1% due to the improved reliability, convenience and the novelty of the phase 1 of transitioning into vehicle electrification with the infrastructure of electric vehicle charging stations.
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	7,043	Ridership is expected to increase about 1% due to the improved reliability, convenience and the novelty of the phase 1 of transitioning into vehicle electrification with the infrastructure of electric vehicle charging stations.
<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.	0.50	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).	3.73	System wide average passenger trip length is 3.73 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>	105,645	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	197,028	<b>This number is calculated based on the values above.</b>
<b>Estimated Total Project GHG (mtco2) Reduction:</b>	1641.43	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>
<b>LCTOP Emission Reductions /Total LCTOP Funds Requested</b>	0.00073	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>

**Project Benefits**

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

Electric buses is a systemwide improvement that will help improve air quality and have a positive impact on human health therefor attracting more transit riders.

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

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

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

Transitioning to an electric vehicles is a systemwide improvemnt 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 combustibile fuels.



**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>	Yes

<b>Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :</b>	6083002306, 6083002305, 6083002303, 6083002206, 6083002101, 6083002404, 6083002402, 6083002103, 6083002403, 6083002304, 6083002209, 6083002205
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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>	ECON 7 Improve transit service levels and reliability on systems/routes that have high use by low-income riders.

<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 AB 1550 community relies on and uses public transit services for their daily and essential needs. As the city continues to grow at a rapid rate, transit is likely to increase in importance. Future transit services will need to not only serve transit-dependent populations, but also help to reduce congestion that will accompany population and employment growth, especially if it is entirely auto-oriented. 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.

<b>Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):</b>	C. Project provides incentives for vehicles or equipment that reduce air pollution, such as diesel particulate matter, on fixed routes that are primarily within an AB 1550 community (e.g., locomotives) or vehicles that serve at least one transit station or stop in an AB 1550 community (e.g., zero-emission buses);
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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.

There are twelve (12) 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.

**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

<b>Amount funds to benefit a DAC: \$</b>	N/A
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	148,386
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	



**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>Fleet Electrification and Infrastructure Project.</b>	<b>Contact Name:</b>	<b>Eustaquio Valdez</b>
<b>Lead Agency:</b>	<b>City of Santa Maria</b>	<b>Contact Phone #:</b>	<b>(805) 925-0951 ext.2170</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>evaldez@cityofsantamaria.org</b>
<b>Project ID</b>			

	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.		
<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>	2022	Yes
<b>Year F (YrF)</b>	2037	Yes
<b>Quantification Period</b>	15	Calculated
This section is used to estimate the emission reductions from displaced auto vehicle miles traveled (VMT).		
<b>Service Type</b>	Local/ Intercity Bus (Short Distances)	No
<b>Yr1 Ridership</b>	7,043	No
<b>YrF Ridership</b>	7,043	No
<b>Adjustment Factor (A)</b>	0.50	No
<b>Length of Average Trip (L)</b>	3.73	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>	2021	Yes
<b>Annual VMT</b>	45,618	Yes
<b>Annual Fuel/Energy</b>		No
<b>GHG Emissions</b>	326	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.		



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<b>Additional GHG Reductions</b>	Vehicle Replacement	Yes	An existing vehicle will be replaced by the acquisition of a new zero-emission or near zero-emission vehicle.
<b>Vehicle Type</b>	Transit Bus	Yes	The vehicle type expected to be replaced as a result of the project (e.g., Transit Bus).
<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>	2007	Yes	Engine model year of the vehicle to be replaced
<b>Annual VMT</b>	45,618	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>	1,967.03	Calculated	The estimated GHG emission reductions (MTCO <sub>2</sub> 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.			
<b>FY 2017-18 LCTOP GGRF Funds Requested</b>	\$150,829.00	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>	\$2,250,829.00	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>	\$2,250,829.00	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>	1,641	Calculated	Total GHG emission reductions (MTCO <sub>2</sub> e) from the project during the useful life.
<b>LCTOP Project GHG Reductions</b>	1,641	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>Fleet Electrification and Infrast</b>	<b>Contact Name:</b>	<b>Eustaquio Valdez</b>
<b>Lead Agency:</b>	<b>City of Santa Maria</b>	<b>Contact Phone #:</b>	<b>(805) 925-0951 ext.2170</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>evaldez@cityofsantamaria.org</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>2022</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>1,641</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>0.0007</b>	The metric to be reported in the application.
<b>LCTOP GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>1,641</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>0.0007</b>	The metric to be reported in the application.



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<b>Project Name:</b>	<b>Fleet Electrification and Infrastructure Pro</b>	<b>Contact Name:</b>	<b>Eustaquio Valdez</b>
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<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
	Renwable Eneergy Generated (kWh)		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)		34	
	NO <sub>x</sub> Emission Reductions (lbs)		1,744	
	PM <sub>2.5</sub> Emission Reductions (lbs)		8	
	Diesel PM Emission Reductions (lbs)		8	
		<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
	Renwable Energy Generation (kWh);		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)		34	
	NO <sub>x</sub> Emission Reductions (lbs)		1,744	
	PM <sub>2.5</sub> Emission Reductions (lbs)		8	
	Diesel PM Emission Reductions (lbs)		8	
		<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
	Renwable Eneergy 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	