



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SHELIA YOUNG - CHAIRPERSON

**ROBERTA COOPER
JAKE MCGOLDRICK
JULIA MILLER
PAM TORLIATT**

TIM SMITH – VICE CHAIRPERSON

**JERRY HILL
NATE MILEY
JOHN SILVA**

**THURSDAY
JULY 8, 2004
9:30 A.M.**

FOURTH FLOOR CONFERENCE ROOM

AGENDA

1. **CALL TO ORDER - ROLL CALL**
2. **PUBLIC COMMENT PERIOD** (*Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3*) *Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.*
3. **APPROVAL OF MINUTES OF MAY 20, 2004**
4. **VEHICLE INCENTIVE PROGRAM FOR FISCAL YEAR 2004/2005** **J. Roggenkamp/4646**
jroggenkamp@baaqmd.gov
Consider recommending Board of Directors' approval of the FY 2004/05 Vehicle Incentive Program (VIP) guidelines and the allocation of \$500,000 in Transportation Fund for Clean Air funds.
5. **VEHICLE BUY BACK PROGRAM: FY 2003/04 REPORT AND CHANGES FOR FY 2004/05** **J. Roggenkamp/4646**
jroggenkamp@baaqmd.gov
Receive and file summary of FY 2003/04 Vehicle Buy Back (VBB) Program and consider recommending Board of Directors' approval of changes to the VBB Program for FY 2004/05.
6. **TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER EXPENDITURE PLANS FOR FISCAL YEAR 2004/05** **J. Roggenkamp/4646**
jroggenkamp@baaqmd.gov
Consider recommending Board of Directors' approval of the FY 2004/05 Transportation Fund for Clean Air County Program Manager expenditure plans.

7. COMMITTEE MEMBER COMMENTS/OTHER BUSINESS

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2).

8. TIME AND PLACE OF NEXT MEETING: 9:30 a.m., AUGUST 12, 2004, 939 ELLIS STREET, SAN FRANCISCO, CA

9. ADJOURNMENT

**CONTACT CLERK OF THE BOARDS - 939 ELLIS STREET
SAN FRANCISCO, CA 94109**

**(415) 749-4965
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov**

- To submit written comments on an agenda item in advance of the meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- To request special accommodations for those persons with disabilities notification to the Clerk's Office should be given at least three working days prior to the date of the meeting so that arrangements can be made accordingly.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000**

DRAFT MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
9:30 a.m., Thursday, May 20, 2004

1. **Call to Order – Roll Call:** Chairperson Shelia Young called the meeting to order at 9:45 a.m.

Roll Call: Shelia Young, Chairperson; Roberta Cooper, Julia Miller, Pam Torliatt.

Absent: Jerry Hill, Jake McGoldrick, John Silva, Tim Smith.

Also Present: Scott Haggerty.

2. **Public Comment Period:** There were no public comments.
3. **Approval of Minutes of April 8, 2004:** Director Miller moved approval of the minutes; seconded by Director Cooper; carried unanimously without objection.
4. **Direct Mail Service Contractor Selection for the Vehicle Buy-Back Program:** *The Committee considered recommending Board of Directors approval of Ad Mail as the contractor for the FY 2003/2004 Vehicle Buy-Back Program direct mail service provider and authorization to the Executive Officer to execute a contract for up to \$90,000 to provide such service.*

Vanessa Mongeon, Environmental Planner, presented the report and reviewed the Vehicle Buy-Back (VBB) Program and stated that direct mail is the most effective method of generating participation in the VBB Program. Ms. Mongeon reviewed the bid proposal process and the criteria used to select the direct mail service provider. Ms. Mongeon noted that the quality of the sample letterhead and envelopes from Ad Mail were superior to the samples submitted by the other two low-bidders. Based on the evaluation of the proposals, staff recommends Board approval of Ad Mail for the fiscal year 2003/2004 direct mail services. In addition, staff recommends the Board authorize the Executive Officer to execute a contract for up to \$90,000 with Ad Mail, with the option to renew the contract for one additional year. In response to a question from Director Miller, Ms. Mongeon stated that the cost of postage is included in the bid price.

Committee Action: Director Cooper moved that the Committee recommend the Board approve the staff recommendations as stated above; seconded by Director Torliatt.

Chairperson Young noted that there is only a few thousand dollars difference between the three low bidders and since the quality of the letterhead was one of the deciding factors, she requested that, in

the future, staff provide the Committee with samples of the letterhead if it becomes an issue. The motion then carried unanimously without objection.

5. Proposed Modifications to the California Air Resources Board Fleet Rule for Transit

Agencies: *The Committee considered recommending Board of Directors' approval of comments on proposed modifications to the Air Resources Board's fleet rule for transit agencies.*

Juan Ortellado, Grants Programs Manager, presented the report and provided background information on the fleet rule, which was adopted by the California Air Resources Board (CARB) in February 2000 and amended in 2002. The purpose of the rule is to reduce emissions from transit buses [mainly oxides of nitrogen (NO_x) and particulate matter (PM₁₀)]. The amendment made in October 2002 added test procedure for CARB certification of hybrid electric buses. The rule also adopts a zero-emission bus (ZEB) rule demonstration program that is applicable to agencies with more than 200 buses on the diesel compliance path. Mr. Ortellado stated that the five transit agencies that are eligible for the ZEB demonstration program are located in the Bay Area. All the transit agencies, except MUNI, have chosen fuel-cell powered buses to comply with the ZEB rule.

New buses can comply by the diesel compliance path, or by alternative fuel path. In California, 44 out of more than 70 transit agencies have elected the diesel compliance path. In-use fleet buses are required to achieve a fleet-wide NO_x emissions average and to reduce PM₁₀ emissions by a specified percent from a 2002 baseline fleet average. All of the Bay Area transit operators meet the fleet-wide NO_x average requirements and are implementing the PM₁₀ requirements. Mr. Ortellado reviewed the 2004-2006 standards for new buses.

Mr. Ortellado noted that there are no certified diesel bus engines that meet the 2004-2006 NO_x standard, but that the diesel engines with filters meet the PM₁₀ standard. The gasoline hybrid and natural gas bus engines meet both the 2004-2006 NO_x and PM₁₀ standards. Transit agencies on the diesel path can purchase alternative fuel buses. The ZEB rule has not been implemented because ZEBs are not readily available and they are more expensive in low volume.

CARB is proposing to modify the fleet rule to: 1) add 2004-2006 diesel hybrid electric buses (HEB) standards; 2) have CARB approve each diesel HEB purchase; 3) require emission reduction to offset the difference between diesel HEBs NO_x certification emission and the current NO_x standard; 4) reduce ZEB demonstration program to three buses per project; and 5) revise the start of the ZEB demonstration project to February 28, 2006.

Staff supports the proposed changes to the current rule, including offering a range of compliance options for those transit agencies on the diesel compliance path. Staff also recommends that the ARB rule require transit operators to further reduce NO_x emissions through replacement, repowers, and retrofits. Staff recommends Board approval of staff comments on CARB's proposed modifications to the Public Transit Bus Fleet Regulation. Upon Board approval, District staff will be providing written comments to CARB before their June 24th meeting.

Jack Broadbent, Executive Officer/APCO added that transit situation in the Bay Area is unique and that is one reason the transit agencies are taking the diesel path. Transit agencies in other areas of California, such as Sacramento and Los Angeles, have invested in compressed natural gas (CNG) vehicles.

The following individuals came forward to speak on this agenda item:

Marty Meller
San Francisco MUNI
San Francisco, CA 94107

Gene Walker
Golden Gate Bridge Highway
& Transportation District
San Rafael, CA 94901

José Cisneros
San Francisco MUNI
San Francisco, CA 94103

Sam Altshuler
Pacific Gas & Electric
San Francisco, CA

Mr. Cisneros presented a graph that indicates MUNI reduced PM emission 88% between 1997 and 2003.

There was discussion on the use of biodiesel engines as an alternative for agencies on the diesel compliance path and it was noted that several agencies are looking at them as an alternative. There was also discussion on the formation of NO₂ emissions, and the resulting health effects, when buses are retrofitted with the after treatment devices. Peter Hess, Deputy APCO, stated that when the District's comment letter is sent to CARB, the letter could request that CARB look at the NO₂ issue to make sure there are no health issues.

Committee Action: Director Torliatt moved that the Committee recommend the Board approve the staff comments on CARB's proposed modifications to the Public Transit Bus Fleet Regulation, including the additional comments on the need for consideration by CARB of the potential health effects of NO₂ emissions and the certification of bio-diesel fuel; seconded by Director Cooper; carried unanimously without objection.

6. Referral from Committee:

Staff reported on the referral from the April 8, 2004 Committee meeting.

Committee Action: None. This report provided for information only.

7. Committee Member Comments. Director Torliatt reported on the Bike to Work events in Petaluma and noted that there was an emphasis on bike safety.

8. Time and Place of Next Meeting: 9:30 a.m. Thursday, June 10, 2004, 939 Ellis Street, San Francisco, CA 94109

9. Adjournment: 10:41 a.m.

Mary Romaidis
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Inter-office Memorandum

To: Chairperson Young and
Members of the Mobile Source Committee

From: Jean Roggenkamp, Director of Planning and Research

Date: July 1, 2004

Re: Vehicle Incentive Program for FY 2004/05

RECOMMENDED ACTION:

Recommend Board approval of the Vehicle Incentive Program (VIP) for fiscal year 2004/05, including:

- allocation of \$500,000 in Transportation Fund for Clean Air (TFCA) funds for the FY 2004/05 VIP, and
- approval of the VIP guidelines summarized in Attachments A and B.

BACKGROUND

In FY 1999/00, the Board created the Vehicle Incentive Program to help public agencies acquire alternative-fuel, clean-air vehicles. Each year since, the Board has allocated funds from the Transportation Fund for Clean Air for VIP incentives. VIP provides fixed incentive amounts for new, dedicated alternative fuel vehicles that:

- have a gross vehicle weight (GVW) of 10,000 pounds or less
- are powered by natural gas, propane, hydrogen, battery electric, or hybrid electric
- are certified to either the super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), or zero emission vehicle (ZEV) emission standards by the California Air Resources Board (CARB)

The VIP application process is streamlined and user-friendly. Applications are accepted and funded on a first-come, first-served basis.

Only public agencies are eligible to apply for VIP incentives. In addition to acquiring vehicles for their own fleets, public agencies may apply for incentives on behalf of certain third-party fleets, such as taxi and door-to-door shuttle operators, as permitted under Board-adopted TFCA Policy #5.

DISCUSSION

On April 30, 2004, staff issued a document to interested parties requesting comment on the draft guidelines and the funding level for the FY 2004/05 VIP. No comments were submitted by the May 15, 2004 comment deadline. Staff does not propose any major changes to the existing program guidelines.

TFCA Funding Allocation for FY 2004/05 VIP Program: Staff recommends that the Board allocate \$500,000 in TFCA funds for the FY 2004/05 VIP funding cycle. This represents a reduction in VIP funding compared to previous years. Staff recommends the funding reduction for the following reasons:

- In the past three VIP cycles, demand for incentives has fallen short of the funds allocated to the program.
- Ford Motor Company, which has been the major producer of natural gas vehicles to date, has terminated production of all light-duty and medium-duty natural gas vehicles. This development is expected to significantly reduce demand for VIP incentives for natural gas vehicles in the upcoming cycle.
- The funding constraints on local government agencies will likely continue to dampen demand for new vehicles in public agency fleets in the upcoming fiscal year.

Therefore, staff believes that \$500,000 will be sufficient to accommodate demand for VIP incentives in FY 2004/05.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. VIP costs, for grants and administration, are recovered through the Transportation Fund for Clean Air.

Respectfully submitted,

Jean Roggenkamp
Director of Planning and Research

Prepared by: David Burch
Reviewed by: Juan Ortellado

FORWARDED: _____

Attachments

Attachment A

Summary of Recommended Vehicle Incentive Program Guidelines for FY 2004/05

Available Funds: Staff recommends allocation of \$500,000 in Transportation Fund for Clean Air (TFCA) funds for the fiscal year 2004/05 Vehicle Incentive Program (VIP).

Eligible Applicants:

- Public agencies located within the jurisdiction of the Bay Area Air Quality Management District (Air District) are eligible to apply for VIP incentives.
- State and federal agencies and utility fleets that are subject to federal EPACT (Energy Policy Act of 1992) alternative fuel vehicle requirements are not eligible for VIP incentives.
- A public agency may apply for VIP incentives on behalf of a non-public entity (i.e., a private or non-profit fleet), subject to the conditions defined in TFCA Policy # 5. Public agencies that apply on behalf of third-party fleets must agree to fulfill the oversight and monitoring responsibilities specified in Attachment B.

Maximum Request:

- Each eligible public agency may request up to \$100,000 in VIP incentives.
- If VIP funds remain available as of March 1, 2005, then agencies that have applied for and received the maximum grant award (i.e., \$100,000) may request VIP funds for additional vehicles, to a maximum of \$150,000 total per agency.

Eligible vehicles:

A **new vehicle** is defined as a model year 2005 vehicle. A model year 2004 vehicle that has never been owned or sold previously and has less than 1,000 odometer miles will also be considered a new vehicle. New vehicles must meet the following eligibility criteria:

- 1) Vehicles must have a gross vehicle weight (GVW) of 10,000 pounds or less.
- 2) Vehicles must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric. Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel as their primary fuel are not eligible.
- 3) Vehicles must be certified by the California Air Resources Board (CARB) to the Super Ultra Low Emission Vehicle (SULEV), Partial Zero Emission Vehicle (PZEV), Advanced Technology-Partial Zero Emission Vehicle (AT-PZEV), or Zero Emission Vehicle (ZEV) emission standards.
- 4) Vehicles must be operated in the Bay Area for the duration of their useful life (or lease term), and at least 75% of the miles driven must be within the boundaries of the Air District.
- 5) The vehicle purchase or lease order must be issued July 1, 2004 or later.

A **used vehicle** is defined as any vehicle that is model year 2003 or older, as well as any model year 2004 vehicle with more than 1,000 odometer miles. Used vehicles must meet the criteria defined for new vehicles above, plus the following two requirements:

- The used vehicle must not have received any previous funding from the Air District.

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- The used vehicle must have been registered outside the boundaries of the Air District for at least the last 180 calendar days, prior to the date of purchase.

Incentive amounts: The incentive amounts for the FY 2004/05 VIP are as follows:

| Vehicle Type / Emission Rating | New Vehicle | Used Vehicle: One-Year Old (60%) | Used Vehicle: 2-Years Old (40%) | Used Vehicle: 3-Years Old (20%) |
|--|--------------------|---|--|--|
| Hybrid electric – SULEV or PZEV | \$2,000 | \$1,200 | \$800 | \$400 |
| Natural gas or propane – SULEV or PZEV | \$4,000 | \$2,400 | \$1,600 | \$800 |
| Full-function ZEV | \$5,000 | \$3,000 | \$2,000 | \$1,000 |
| City ZEV | \$3,000 | \$1,800 | \$1,200 | \$600 |
| Neighborhood ZEV | \$1,000 | \$600 | \$400 | \$200 |

Notes:

- The SULEV incentive amounts also apply to vehicles that are certified to the PZEV or AT-PZEV standards.
- If the sponsor elects to lease a vehicle that is available for purchase, then the VIP incentive amount will be prorated based on the length of the lease compared to the expected useful life of the vehicle.
- Incentives for Zero Emission Vehicles apply to battery electric vehicles or fuel cell vehicles that are certified to ZEV standard by CARB. In the case of ZEV's that are only available for lease, the VIP incentive amount is based on a three-year lease period. The incentive amount will be pro-rated for shorter lease terms.
- The Air District will not award VIP incentives for any vehicle that has received TFCA County Program Manager funds.

Summary of VIP Process:

1. The Air District receives and reviews application; issues VIP voucher (if funds are available).
2. Applicant has 60 calendar days from date of VIP voucher in which to issue purchase or lease order for the vehicles. (If applicant fails to submit copy of the purchase order (PO) to the Air District within 60 calendar days, the Air District cancels the voucher.)
3. Upon receipt of purchase or lease order, the Air District issues confirmation letter, and provides 180 calendar days for applicant to take delivery of the vehicle(s). (The Air District may grant an extension to the 180-day delivery period, as warranted.)
4. Applicant submits VIP Payment Request Form after taking delivery of all of the vehicles covered by the VIP voucher.
5. The Air District issues payment.

Attachment B

**Responsibilities of Public Agencies Applying for VIP Incentives
on Behalf of a Non-Public Entity**

The Air District has defined in TFCA Policy #5 the conditions whereby a public agency may apply for clean vehicle incentives on behalf of a non-public entity.

To apply for VIP incentives on behalf of a non-public entity, the public agency must agree to assume the following responsibilities:

- To develop a policy to ensure that all eligible fleets are provided equitable access to the funds, prior to submitting a VIP application.
- To transfer the incentive funds to the non-public entity and to provide documentation of said process to the Air District.
- To monitor the use of the VIP-funded vehicles, ensure that the non-public entity operates the vehicle(s) in accordance with the VIP guidelines, and ensure that the vehicle(s) is (are) garaged and operated within the boundaries of the Air District for the duration of the useful vehicle life.
- To notify the Air District within 10 calendar days if the non-public entity violates VIP guidelines or fails to operate the vehicle(s) according to the terms of the incentive.
- To maintain information as to the operational status of each vehicle, and to provide operational data and status for each vehicle to the Air District within 60 calendar days of a request from the Air District for this information.
- To provide written notification to the Air District of any change in vehicle ownership or operational status within 30 calendar days of its occurrence.
- To refund the VIP incentives to the Air District, on a prorated basis, if any vehicle funded by this program is removed from service, wrecked, scrapped, or sold before it achieves at least five full years of service or 150,000 miles in the third-party fleet.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Inter-office Memorandum

To: Chairperson Young and
Members of the Mobile Source Committee

From: Jean Roggenkamp
Director of Planning and Research

Date: July 1, 2004

Re: Vehicle Buy Back Program

RECOMMENDED ACTION:

- 1) Receive and file summary of FY03/04 Vehicle Buy Back Program;
- 2) Recommend Board approval of changes for the FY04/05 Vehicle Buy Back Program.

BACKGROUND

The Air District's Vehicle Buy Back (VBB) Program began purchasing and scrapping vehicles in June 1996. The VBB Program currently purchases and scraps model 1981 and older vehicles that lack modern emission control systems and therefore produce more air pollution than newer cars. The VBB Program is completely voluntary. The VBB Program pays \$500 to the vehicle owner if the vehicle qualifies for the program. The VBB Program adheres to the Voluntary Accelerated Light-duty Vehicle Retirement (VAVR) regulation adopted by the California Air Resources Board. The program is funded by the Transportation Fund for Clean Air (TFCA).

Since its inception in June 1996 through April 30, 2004, the VBB Program has purchased and scrapped 19,837 vehicles. The total is expected to exceed 21,000 vehicles with current funding. Emissions reduction through fiscal year (FY) 03/04 will be 3,180 tons: 1,922 tons of reactive organic gases, 951 tons of oxides of nitrogen and 307 tons of particulate matter. The VBB Program remains one of the most cost-effective TFCA-funded programs at an estimated cost of \$6,540 TFCA dollars per ton of reduced emissions. The VBB Program direct mail campaign, started in January 2000, has helped to achieve and maintain a scrapping rate averaging 280 vehicles per month. The Air District VBB Program is functioning well, and with sustained funding, will continue to serve as an excellent program to reduce mobile source emissions in the Bay Area.

The purpose of this report is to provide a summary of the VBB Program for the FY03/04 funding cycle, and make recommendations for the FY04/05 funding cycle.

FY03/04 VEHICLE BUY BACK PROGRAM SUMMARY

Following is a summary of the status of major elements of the Vehicle Buy Back Program for the FY03/04 funding cycle:

Vehicle Dismantler Scrapping Contracts: The Air District implements the VBB Program by contracting with vehicle dismantlers to screen, purchase, and destroy eligible vehicles. For FY03/04, the Air District approved contracts totaling \$3,500,000 with Pick Your Part, Pick-

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N-Pull, and Environmental Engineering Studies to purchase and scrap 4,573 vehicles. As of April 2004, 1,797 vehicles remain to be scrapped under current dismantler contracts. Pick Your Part purchases vehicles at its six buy back sites in the cities of Hayward, Milpitas, Redwood City, Richmond, San Francisco, and San Jose, while Environmental Engineering Studies purchases vehicles at eight sites in the cities of Hayward, Napa, Newark, Pittsburg, San Francisco, San Jose, Santa Rosa, and Richmond. Pick-N-Pull purchases vehicles at its six buy back sites in the cities of Fairfield, Newark, Oakland, Richmond, San Jose, and Windsor. At the current purchase rate, the remaining vehicles to be scrapped under the FY03/04 contracts should be completed by November 2004. The Air District's approved FY04/05 budget allocates \$3.5 million in TFCA funds to continue implementation of the VBB program.

Direct Mail: The direct mail campaign has been in place since January 2000 and, based upon VBB Program surveys, it is the most successful method of informing potential participants about the program. The Air District's direct mail contractor for the past year delivered over 237,000 pieces of mail to eligible vehicle owners informing them of the program.

The VAVR Regulation amendments: On April 16, 2003, the Air District Board approved modifications of the VBB Program to conform to the amended California Air Resources Board Voluntary Accelerated Light-Duty Vehicle Retirement regulation. In most instances, conformance of the VBB Program with the *amended* VAVR regulation resulted in less restrictions on vehicle eligibility for the VBB Program and increased the number of qualifying vehicles.

Vehicle Scrapping Rates: The Air District's contractors purchased and scrapped 3,310 vehicles during the twelve-month period from May 2003 through April 2004, or approximately 280 vehicles per month on average. Scrapping rates have slowly increased since the amended VAVR regulation went into effect on May 1, 2003.

State Vehicle Retirement Program: The Bureau of Automotive Repair (BAR) Vehicle Retirement Program was suspended on December 31, 2001, due to State budgetary constraints. As of April 2004, the program is still in suspension. Another program administered by BAR, to assist motorists who fail a Smog Check inspection, is still operating. This program provides financial assistance to help eligible vehicle owners comply with the repair requirements of the Smog Check Program.

FY04/05 VEHICLE BUY BACK PROGRAM RECOMMENDATIONS

Staff is recommending the following changes for the FY04/05 Vehicle Buy Back Program:

Expand vehicle model year eligibility: On April 3, 2000, the Air District Board authorized the Executive Officer to expand vehicle eligibility to allow 1982 through 1985 vehicles in the VBB Program, if necessary to maintain voluntary scrapping of at least 250 vehicles per month. The average monthly buy back rate of approximately 280 vehicles already exceeds this threshold. Given that this is one of the most cost-effective programs for reducing mobile source emissions, staff recommends achieving a higher monthly buy back rate than the current average. In order to realize this goal, staff recommends increasing eligibility for the VBB Program to model 1985 and older vehicles. Currently, the DMV database for 1981 and older vehicles in the Bay Area is approximately 265,600 vehicles. The number of model year 1981 and older vehicles in the DMV database has been decreasing each year. The DMV

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database had 356,706 vehicles in 2001, the 2002 DMV database had 300,668 vehicles, and the 2003 DMV database has 265,662 vehicles. To counteract the decline in the DMV database for model 1981 and older vehicles and increase the number of eligible vehicles, staff recommends expanding the vehicle model years eligible for the program. Adding vehicle model years 1982, 1983, 1984, and 1985 to the existing database will increase the database size to 468,800 vehicles. With a database of 468,800 vehicles, the direct mail campaign will almost double to approximately 40,000 letters per month. By including model year 1982 through 1985 vehicles in the direct mail campaign the number of eligible vehicle owners who receive letters will increase and participation in the program is expected to increase.

Increase the amount paid for each vehicle: On April 3, 2000, the Air District Board authorized the Executive Officer to increase the purchase price of vehicles to as much as \$800, if necessary, in order to maintain the voluntary scrapping at an average rate of 250 vehicles or more per month. As indicated above, the average monthly buy back rate is approximately 280 vehicles per month. In order to increase the vehicle purchase rate further, staff recommends increasing the purchase price from \$500 to \$800. By increasing the amount paid for each vehicle, staff anticipates increased interest for both 1981 and older vehicles, and 1982 through 1985 vehicles models. If the dollar amount remained at \$500 per vehicle, staff believes this dollar amount would not attract many 1982 through 1985 vehicle owners. Staff believes that offering \$800 for all eligible vehicles, 1985 and older, is the most efficient means to increase participation in the program. Staff considered proposing varying incentive amounts depending on model years; however this proposal is less efficient and could cause confusion with contractors and the general public. It should be noted that increasing the amount paid per vehicle will slightly decrease the cost-effectiveness of the program. In addition, since model year 1982 through 1985 vehicles are cleaner than 1981 and older vehicles this will affect the cost-effectiveness as well. Staff estimates that the cost-effectiveness of the revised program would be \$ 8,500/ton of reduced emissions. The revised VBB Program would purchase more vehicles and thus decrease overall mobile source emissions in the Bay Area.

Implementing recommended changes: By increasing the vehicle model year eligibility from model 1981 and older to model 1985 and older, coupled with an increased amount paid to vehicle sellers of \$800, staff expects to increase the monthly buy back rate to an average of over 350 vehicles per month. In order to achieve and manage this increase in volume, staff recommends implementing several changes to the VBB Program.

- First, the vehicle dismantlers have indicated that they have the capacity and staff to scrap significantly more vehicles;
- Second, some vehicle dismantlers have added more scrapping facilities since the approval of the FY03/04 dismantling contracts, increasing the total number of scrapping facilities in the Bay Area from 17 to 20;
- Third, staff will modify the DMV database to include 1982 through 1985 vehicles registered in the Bay Area, essentially doubling the size of the database;
- Fourth, staff will include this larger DMV database in the direct mail campaign and negotiate a contract amendment with the direct mail service provider to handle the additional work;
- Fifth, staff will incorporate the proposed changes into all documents, promotional material, and dismantler contracts; and

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- Lastly, staff time will be allotted to manage the projected increase in program management, contractor management, and public information required for the VBB Program.

CONCLUSION

The VBB Program is one of the most cost-effective TFCA-funded programs. The VBB Program's direct mail campaign continues to attract a high rate of voluntary participants. Air District staff believes that by expanding the eligible model years to 1985 and older vehicles and increasing the amount paid for each vehicle to \$800, an average monthly buy back rate of 350 or more vehicles can be achieved. The VBB Program is functioning well and staff believes the recommendations outlined for the FY04/05 program should be implemented in order to increase the buy back rate and expand this very cost-effective program.

BUDGET CONSIDERATION/FINANCIAL IMPACT

VBB Program costs are covered by the TFCA funds, based on motor vehicle registration fee surcharges. Funding for the continuation and expansion of the VBB Program is included in the approved FY 04/05 budget under Program 612.

Respectfully submitted,

Jean Roggenkamp
Director of Planning and Research

Prepared by: Vanessa Mongeon
Reviewed by: Juan Ortellado

FORWARDED: _____

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Inter-Office Memorandum

To: Chairperson Young and
Members of the Mobile Source Committee

From: Jean Roggenkamp
Director of Planning and Research

Date: July 1, 2004

Re: Transportation Fund for Clean Air (TFCA) County Program Manager
Expenditure Plans for FY 2004/05

RECOMMENDED ACTION:

Approve staff recommendations on the FY 2004/05 TFCA County Program Manager projects listed on the attached Table 1.

BACKGROUND

Pursuant to California Health and Safety Code Sections 44241 and 44242, the Air District Board has imposed a \$4 per vehicle annual surcharge on all motor vehicles registered within the boundaries of the Air District. By law, forty percent of the revenues generated by this surcharge are returned to the designated Program Manager in each county. Each Program Manager submits to the Air District for approval an annual expenditure program of recommended projects for its forty percent share. Air District staff has reviewed the County Program Manager expenditure programs submitted for FY 2004/05, as discussed below.

DISCUSSION

Project Evaluation

To determine eligibility, Air District staff evaluated the projects in the County Program Manager expenditure programs relative to:

1. *Consistency with State Law:* the project shall be consistent with one of the eligible project categories listed in California Health and Safety Code (HSC) Section 44241.
2. *Consistency with the Clean Air Plan:* pursuant to HSC Sections 40233 and 40717, the project shall be consistent with the appropriate transportation control measure or mobile source measure contained in the Clean Air Plan.
3. *Reduction of Emissions from Motor Vehicles:* pursuant to HSC Section 44220(b), the project shall reduce emissions from motor vehicles.
4. *Consistency with Board Adopted Policies:* the project shall be consistent with Board policies adopted on January 21, 2004 for the FY 2004/05 funding cycle.

TFCA Cost Effectiveness

Per January 21, 2004 Board-adopted policy, annual expenditure programs for County Program Manager funds must achieve an aggregate TFCA cost-effectiveness of less than \$90,000 per ton. Under this policy, individual County Program Manager projects can

exceed \$90,000 per ton, provided that the aggregate TFCA cost-effectiveness for each county expenditure program is less than \$90,000 per ton. To calculate aggregate cost-effectiveness, total TFCA County Program Manager funds allocated in the annual county expenditure plan are divided by the combined estimated lifetime emission reductions for projects in the expenditure plan. Projects excluded from the calculation of aggregate TFCA cost-effectiveness include TFCA County Program Manager administrative costs, alternative fuel infrastructure projects, and light-duty clean air vehicles with a gross vehicle weight of 10,000 pounds or less.

Project List

Summary information for all of the projects in the FY 2004/05 County Program Manager expenditure programs is provided in Table 1, which is divided into nine sections, one section for each Bay Area county, in alphabetical order. Table 1 lists the project sponsor, the project description, the TFCA funds requested, the TFCA cost-effectiveness (TFCA dollars per ton of emissions reduced over the life of the project), staff's recommended action for the Air District Board, and the aggregate cost-effectiveness for each county's expenditure program, calculated using the methodology described above. The aggregate TFCA cost-effectiveness for each county is below the \$90,000 per ton threshold, as required by Board-adopted policy.

Originally, 59 projects were submitted for consideration. Three projects were withdrawn by mutual agreement and one project was ineligible, as discussed in the next section below. Staff recommends the approval of the remaining 55 projects. Eight projects exceed the \$90,000 per ton threshold on an individual basis, as calculated by Air District staff. These projects are recommended for approval, because each County Program Manager expenditure program achieves the \$90,000 per ton threshold on an aggregate basis.

Table 2 shows, for each county, the total amount of TFCA County Program Manager funds available and the amount recommended for programming. The total funds available for programming represents the sum of projected calendar year 2004 DMV receipts, interest earned on TFCA funds in calendar year 2003, and funds available for reprogramming from prior year projects that were canceled or completed under budget.

Table 2 also provides a breakdown of County Program Manager funds by county and project type. Most of the Program Manager TFCA funds are requested for ridesharing programs (43.3%), bicycle projects (24.7%), shuttle services (13.7%), and arterial management projects (8.0%). The remaining funds are requested for other eligible project categories. Program administration costs are less than the maximum of 5% of new FY 03/04 revenues in each county, as required by the TFCA enabling legislation.

Withdrawn/Ineligible Projects

One project was considered ineligible:
San Francisco - Caltrain Bikestation Added Capacity - Bike Tree System

This project was considered ineligible because it had been funded in fiscal year 2003-2004, when TFCA provided funds for the purchase of 100 bike racks and 200 lockers and wardrobes to be installed in the San Francisco Caltrain Station. The project budget showed that the project was fully funded. At that time, Air District staff calculated the emission reductions for this project using five years worth of emission reductions and, therefore, the project has received all eligible emission reductions credit. Although actual implementation of the original project has not started yet, additional funds were requested for the purchase of a Bike Tree system with a capacity to store 24 bicycles. From an emission reductions perspective, staff considers that it is not cost-effective to allocate more TFCA funding to a project that is already fully funded without determining its success in reducing emissions.

Three projects were withdrawn:

Sonoma - City of Petaluma – Bike Lane Installation (City Wide)

Sonoma – City of Rohnert Park – Rohnert Park Traffic Calming, Pedestrian and Bicycle Improvements

San Francisco – San Francisco County Transportation Authority – Department of the Environment’s Telecommuting Pilot Project

These projects were withdrawn based on mutual agreement between the respective County Program Managers and Air District staff because they were not ready to proceed at this time. The projects may be resubmitted if the sponsor provides the necessary documentation so that the Air District can calculate their emission reductions and cost-effectiveness.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Approval of the recommended projects will have no material impact on the District’s budget. TFCA revenues are generated from a dedicated outside funding source and passed through to counties. TFCA allocations do not impact the District’s general fund or operating budget.

RECOMMENDED ACTION:

Approve staff recommendations on projects listed on the attached Table 1.

Respectfully submitted,

Jean Roggenkamp
Director of Planning and Research

FORWARDED: _____

Prepared by: Juan Ortellado
Reviewed by: Jean Roggenkamp

**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|-----------------------|--------------------|--|------------------------|---------------------------------------|---------|
| ALAMEDA COUNTY | | | | | |
| 04ALA00 | Alameda County CMA | Program Manager costs to administer TFCA funds within the County. | \$90,850 | NA | Approve |
| 04ALA01 | City of Fremont | Project will update existing traffic signal coordination plans and retime a total of 37 traffic signals in the following corridors: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd. and Fremont Blvd. | \$123,000 | \$65,803 | Approve |
| 04ALA02 | City of Union City | Project will provide a new natural gas compressor to serve as backup source of CNG in an emergency or when the main unit is down for maintenance. | \$50,000 | NA | Approve |
| 04ALA03 | BART | Project will offer free AM rides on BART for five (5) Spare The Air days during the 2004 ozone season (June through mid-October). All patrons will ride free on BART between the hours of 4 am and 9 am. | \$780,000 | \$94,761 | Approve |
| | | | Aggregate TFCA C-E | \$89,402 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|----------------------------|---------------------------------------|--|------------------------|---------------------------------------|---------|
| CONTRA COSTA COUNTY | | | | | |
| 04CC00 | Contra Costa Transportation Authority | Program Manager costs to administer TFCA funds within the County. | \$64,019 | NA | Approve |
| 04CC01 | TRANSPAC / City of Pleasant Hill | Provide financial incentives to encourage residents and employees in Contra Costa to use carpools. Includes 3 components: a commuter incentive program, a college commuter incentive program, and a Carpool to BART project. | \$146,000 | \$30,670 | Approve |
| 04CC02 | TRANSPAC / City of Pleasant Hill | Provide financial incentives to encourage residents and employees in Contra Costa to use transit (BART and the various local bus systems). Services include informational materials, marketing, free tickets, discount passes, and website updates. | \$170,000 | \$25,510 | Approve |
| 04CC03 | TRANSPAC / City of Pleasant Hill | Provide comprehensive trip reduction services to employers at worksites in central/eastern Contra Costa County. Project will provide information, workshops, and website updates; and will promote carpools and vanpools. | \$120,000 | \$25,809 | Approve |
| 04CC04 | TRANSPAC / City of Pleasant Hill | Provide ridematching services for K-12 students in western, central and eastern Contra Costa County. Provide 20 free bus tickets to each student unable to find a carpool. | \$180,000 | \$119,420 | Approve |
| 04CC05 | City of San Ramon / SWAT | Provide incentives to promote vanpool formation throughout the County. Incentives include: 50% of vanpool expenses for first three months; incentives for drivers who recruit at least 6 riders for a year; and SMARTPool program for riders or drivers of shorter commutes. | \$70,000 | \$15,982 | Approve |
| 04CC06 | City of San Ramon / SWAT | Provide comprehensive trip reduction services to employers at worksites in southern Contra Costa County. Project will provide information, workshops, and website updates; and will promote carpools and vanpools. | \$69,238 | \$14,588 | Approve |
| 04CC07 | City of San Ramon / SWAT | Provide ridematching services for K-8 students in San Ramon Valley and Lamorinda school districts. Provide one-month transit tickets to each student unable to find a carpool. | \$25,000 | \$38,674 | Approve |
| 04CC08 | City of San Ramon / SWAT | Provide grants of up to \$10,000 to install on-site natural gas infrastructure to support public agency fleets throughout Contra Costa County. | \$32,526 | NA | Approve |

Notes:

(1) TFCAS\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and particulate matter) for the project. NA = not applicable. Emission reductions are not attributed to administration and clean air vehicle fueling infrastructure.

**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|----------------------------|-------------------|---|------------------------|---------------------------------------|---------|
| CONTRA COSTA COUNTY | | | | | |
| 04CC09 | City of Lafayette | Provide funds to cover the incremental cost to lease 17 natural gas buses for school bus service in the Lamorinda area. | \$40,000 | \$64,999 | Approve |
| 04CC10 | WCCTAC | Provide up to 6 taxi or rental car vouchers per year to registered participants working in Contra Costa County who regularly use alternative commute modes. | \$148,000 | \$47,857 | Approve |
| 04CC11 | WCCTAC | Provide financial incentives to increase transit ridership among West County residents and commuters in the I-80 corridor in Contra Costa County. Offer tickets, informational materials, and website updates. | \$83,500 | \$42,148 | Approve |
| 04CC12 | WCCTAC | Provide comprehensive trip reduction services to employers at worksites in western Contra Costa County. Project will provide information, workshops, and website updates; and will promote carpools and vanpools. | \$87,000 | \$22,028 | Approve |
| | | | Aggregate TFCA C-E | \$30,783 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|---------------------|-------------------------------|---|------------------------|---------------------------------------|---------|
| MARIN COUNTY | | | | | |
| 04MAR00 | Marin County CMA | Program Manager costs to administer TFCA funds within the County. | \$18,738 | NA | Approve |
| 04MAR01 | City of Novato | Construct Class II bicycle lanes on Diablo Ave. - 0.27 miles. | \$59,300 | \$83,361 | Approve |
| 04MAR02 | City of Novato | Purchase 10 bicycles as an optional patrol vehicle for the City of Novato Police Department. | \$22,180 | \$45,730 | Approve |
| 04MAR03 | Marin County Transit District | Provide free rides for middle and high school students on Golden Gate Transit Buses. | \$75,000 | \$89,798 | Approve |
| 04MAR04 | Marin County CMA | Provide a trip reduction program at Marin County schools. Includes educational efforts focusing on safety and increasing the mode share for bicycling, walking, and carpooling to school. | \$266,000 | \$87,921 | Approve |
| 04MAR05 | City of San Anselmo | Lease four City Battery Electric Vehicles for a 3-year period. | \$12,000 | NA | Approve |
| | | | Aggregate TFCA C-E | \$83,543 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|--------------------|--|--|------------------------|---------------------------------------|---------|
| NAPA COUNTY | | | | | |
| 04NAP00 | Napa County Transportation Planning Agency | Program Manager costs to administer TFCA funds within the County. | \$5,000 | NA | Approve |
| 04NAP01 | County of Napa | Install 2.2 miles of Class 2 bicycle lanes from State Route 121 to Cuttings Wharf. This bicycle lane is part of the Bay Trail. | \$115,000 | \$90,810 | Approve |
| 04NAP02 | Napa County Transportation Planning Agency | Install bicycle racks on two City of Calistoga HandyVan buses. | \$1,500 | \$50,449 | Approve |
| | | | Aggregate TFCA C-E | \$89,884 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|-----------------------------|---|--|------------------------|---------------------------------------|---------|
| SAN FRANCISCO COUNTY | | | | | |
| 04SF00 | San Francisco County Transportation Authority | Program Manager costs to administer TFCA funds within the County. | \$35,460 | NA | Approve |
| 04SF01 | Golden Gate Park Concourse Authority | Provide free weekend/holiday shuttle bus service from May to October. Shuttle operates 4 vehicles and provides services every 10 minutes from the N Judah light rail line and MUNI bus stops to key attractions in Golden Gate Park. | \$64,000 | \$88,941 | Approve |
| 04SF02 | Golden Gate Park Concourse Authority | Class 2 Bike lane: Arguello Boulevard between Fulton Street and Conservatory Drive in Golden Gate Park. | \$35,000 | \$89,546 | Approve |
| 04SF03 | County of San Francisco | Provide shuttle service, using natural gas vehicle, between the Civic Center BART/MUNI station and the Hall of Justice every 15 minutes at peak AM and PM times. | \$52,000 | \$89,054 | Approve |
| 04SF04 | County of San Francisco | Provide bicycles for 17 gardeners in the Dept. of Parks & Recreation. | \$19,000 | \$75,822 | Approve |
| 04SF05 | County of San Francisco | Install a total of 400 bicycle racks at locations throughout the City. | \$95,000 | \$38,829 | Approve |
| 04SF06 | County of San Francisco | Class 2 Bike Lane Striping - Mississippi Street (16th to Mariposa Streets) 0.2 miles. | \$8,500 | \$16,181 | Approve |
| 04SF07 | County of San Francisco | Class 2 Bike Lane Striping - Sloat Boulevard (Great Highway to Skyline Boulevard) 0.6 miles. | \$58,000 | \$68,700 | Approve |
| 04SF08 | County of San Francisco | Class 2 Bike Lane Striping - Laguna Honda Blvd. (Portola Drive to Woodside Ave.) 0.5 miles. | \$10,500 | \$27,983 | Approve |
| 04SF09 | County of San Francisco | Class 2 Bike Lane Striping - Phelan Ave. (Judson to Ocean Ave.) 0.5 miles. | \$82,000 | \$104,065 | Approve |
| 04SF10 | Presidio Trust | Install Class 2 bike lane on Washington Blvd. between Arguello and Lincoln (1.5 miles) in the Presidio. This is a key bicycle route to the Golden Gate Bridge. | \$77,000 | \$89,494 | Approve |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|-----------------------------|---|---|------------------------|---------------------------------------|---------|
| SAN FRANCISCO COUNTY | | | | | |
| 04SF11 | County of San Francisco | Provide shuttle service, using a gasoline vehicle between 24th St. BART Station and City and County employment sites at 750 Phelps St. (SEP), 1990 Newcomb Ave. (CDD), 3801 Third St (BERM), and 2323 Cesar Chavez St. (DPW). | \$30,000 | \$80,535 | Approve |
| 04SF12 | University of California, San Francisco | UCSF Police Department will purchase six police bicycles and five bike racks to reduce motor vehicle usage. | \$7,000 | \$64,872 | Approve |
| 04SF13 | County of San Francisco | Two-year lease of hydrogen fuel cell fueling infrastructure. | \$100,000 | NA | Approve |
| 04SF14 | County of San Francisco | Incremental cost for SULEV and ZEV vehicles. SULEV hybrid electric: 6 @ \$2,000; SULEV CNG: 8 @ \$4,000; Neighborhood ZEV: 3 @ \$1,000. | \$50,000 | NA | Approve |
| 04SF15 | BART | Funding for operating costs for the second year of operation of the Embarcadero Bikestation. | \$40,000 | \$419,929 | Approve |
| | | | Aggregate TFCA C-E | \$69,136 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|-------------------------|--------------------------------------|--|------------------------|---------------------------------------|---------|
| SAN MATEO COUNTY | | | | | |
| 04SM00 | San Mateo C/CAG | Program Manager costs to administer TFCA funds within the County. | \$49,403 | NA | Approve |
| 04SM01 | City of Menlo Park | Provide free mid-day shuttle service open to the public and focused on seniors. Route connects business sites to CalTrain Station and downtown Menlo Park. | \$35,000 | \$113,009 | Approve |
| 04SM02 | Peninsula Congestion Relief Alliance | Provide a comprehensive trip reduction program to employers in San Mateo County. Services include carpool and vanpool formation; promotion of Emergency Ride Home; Try Transit; and other alternative commute mode programs. | \$350,000 | \$66,993 | Approve |
| 04SM03 | San Mateo County Transit District | Provide peak period shuttle service along 11 routes from BART stations to major employment sites in San Mateo County. | \$495,000 | \$68,671 | Approve |
| | | | Aggregate TFCA C-E | \$69,060 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|---------------------------|---|--|------------------------|---------------------------------------|---------|
| SANTA CLARA COUNTY | | | | | |
| 04SC00 | Santa Clara Valley Transportation Authority | Program Manager costs to administer TFCA funds within the County. | \$110,409 | NA | Approve |
| 04SC01 | County of Santa Clara | Improve bike/pedestrian access and safety, and provide continuous sidewalk along Almaden Expressway between Foxworthy Avenue and Ironwood Drive (0.85 miles). | \$370,000 | \$157,772 | Approve |
| 04SC02 | County of Santa Clara | Improve bikeway shoulders and bike safety along Almaden Expressway, Central Expressway, Foothill Expressway, Capitol Expressway, Oregon-Page Mill Expressway, and San Tomas Expressway. | \$128,895 | \$19,299 | Approve |
| 04SC03 | City of Mountain View | Construct 3 miles of Class 1 bicycle path along Stevens Creek, from Yuba Drive to El Camino Real. | \$700,000 | \$155,462 | Approve |
| 04SC04 | City of San Jose | Design and implement Time of Day (TOD) plans and coordination of 40 signalized intersections along 7.5-mile stretch of Bascom Ave. from Highway I-880 to Lark Ave. in Los Gatos. | \$119,000 | \$13,569 | Approve |
| 04SC05 | City of San Jose | Install intelligent traffic systems (ITS) elements along the Stevens Creek Blvd. Corridor between Hwy. 85 and Bascom Ave., and install supporting equipment at the San Jose Traffic Mgmt. Center and Cupertino Operating Center. | \$346,000 | \$80,323 | Approve |
| 04SC06 | Santa Clara Valley Transportation Authority | Operate and expand the shuttle services of 12 gas vehicles on 5 routes from VTA light-rail stations to employment sites in Santa Clara County. | \$300,000 | \$88,547 | Approve |
| | | | Aggregate TFCA C-E | \$65,479 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|----------------------|--------------------------------------|--|------------------------|---------------------------------------|---------|
| SOLANO COUNTY | | | | | |
| 04SOL00 | Solano Transportation Authority | Program Manager costs to administer TFCA funds within the County. | \$15,237 | NA | Approve |
| 04SOL01 | Solano Transportation Authority | Continue operating 2 natural gas shuttle buses connecting the cities of Fairfield, Vacaville, Dixon, and Davis along Interstate 80. | \$25,000 | \$45,184 | Approve |
| 04SOL02 | STA Solano Napa Commuter Information | Provide a comprehensive ridesharing program. Includes vanpool and carpool services; SolanoLinks Transit Information Program; organizational service enhancements; Guaranteed Ride Home Program; countywide bike map; and web site information. | \$195,000 | \$55,498 | Approve |
| | | | Aggregate TFCA C-E | \$54,095 | |

Notes:

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**Table 1: TFCA County Program Manager
FY04/05 Project List**

| Project Number | Sponsor | Project Description | TFCA Funding Requested | TFCA\$ Cost-Effectiveness Per Ton (1) | Action |
|----------------------|--|---|------------------------|---------------------------------------|---------|
| SONOMA COUNTY | | | | | |
| 04SON00 | Sonoma County Transportation Authority | Program Manager costs to administer TFCA funds within the County. | \$29,366 | NA | Approve |
| 04SON01 | City of Santa Rosa | Purchase of Cleaire Longview Retrofit Kits for 7 fixed-route transit buses. | \$40,000 | \$8,669 | Approve |
| 04SON02 | City of Santa Rosa | Fund a student monthly transit pass subsidy program. The program provides \$10 per pass to reduce the cost from \$25 to \$15 per pass. | \$70,000 | \$58,717 | Approve |
| 04SON03 | City of Santa Rosa | Implement a comprehensive incentive program at medium and large employment sites and regional shopping centers. Includes Guaranteed Ride Home; transit, carpooling, walking, and biking incentives. | \$129,802 | \$80,154 | Approve |
| 04SON04 | Sonoma County Transit | Sonoma County Transit and the City of Cotati will use TFCA funds to cover a portion of the costs to construct the Cotati Intermodal Facility/Park & Ride lot. | \$26,369 | \$7,467 | Approve |
| 04SON05 | Sonoma County Transit | TFCA funds will help to construct the Petaluma Transit Mall, a collaboration between Sonoma County Transit and the City of Petaluma. | \$38,282 | \$13,019 | Approve |
| 04SON06 | Sonoma County Transit | TFCA funds will help to construct an Intermodal Facility/Park & Ride and main transit center in the Town of Windsor. | \$66,658 | \$98,343 | Approve |
| 04SON07 | Sonoma County Transit | Provide an average discount of \$5.00 on monthly bus pass for residents of Sonoma, Rohnert Park, Cotati, Sebastopol, and Windsor. | \$48,000 | \$81,215 | Approve |
| | | | Aggregate TFCA C-E | \$27,634 | |

Notes:

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**Table 2: TFCA County Program Manager
FY04/05 Projects by County and Project Type**

| | Alameda | Contra Costa | Marin | Napa | San Francisco | San Mateo | Santa Clara | Solano | Sonoma | Grand Total | Percent |
|-------------------------------------|--------------------|--------------------|------------------|------------------|------------------|--------------------|--------------------|------------------|------------------|---------------------|-------------|
| Total Available TFCA Funds * | \$2,214,198 | \$1,597,700 | \$856,207 | \$206,178 | \$867,376 | \$1,054,917 | \$2,403,701 | \$371,456 | \$718,165 | \$10,289,898 | |
| Program Administration | \$90,850 | \$64,019 | \$18,738 | \$5,000 | \$35,460 | \$49,403 | \$110,409 | \$15,237 | \$29,366 | \$418,482 | 5.7% |
| Ridesharing Programs | \$780,000 | \$1,098,738 | \$363,180 | \$0 | \$0 | \$350,000 | \$0 | \$195,000 | \$379,111 | \$3,166,029 | 43.3% |
| Bicycle Projects | \$0 | \$0 | \$59,300 | \$116,500 | \$432,000 | \$0 | \$1,198,895 | \$0 | \$0 | \$1,806,695 | 24.7% |
| Arterial Management | \$123,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$465,000 | \$0 | \$0 | \$588,000 | 8.0% |
| Shuttle/Feeder Bus Service | \$0 | \$0 | \$0 | \$0 | \$146,000 | \$530,000 | \$300,000 | \$25,000 | \$0 | \$1,001,000 | 13.7% |
| Clean Fuel Buses | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | 0.5% |
| Low Emission Light Duty Vehicles | \$0 | \$0 | \$12,000 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$62,000 | 0.8% |
| Reducing Existing Diesel Emissions | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$40,000 | 0.5% |
| Natural Gas Infrastructure | \$50,000 | \$32,526 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82,526 | 1.1% |
| Alternative Fuel Infrastructure | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | 1.4% |
| Total Allocated Funds | \$1,043,850 | \$1,235,283 | \$453,218 | \$121,500 | \$763,460 | \$929,403 | \$2,074,304 | \$235,237 | \$448,477 | \$7,304,732 | 100% |

* The total funds available for programming represents the sum of projected calendar year 2003 DMV receipts, interest earned on TFCA funds in calendar year 2002, and funds available for reprogramming from prior year projects that were canceled or completed under budget.