



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

TIM SMITH - CHAIR
ROBERTA COOPER
JERRY HILL
MICHAEL SHIMANSKY
PAMELA TORLIATT

JAKE McGOLDRICK – VICE CHAIR
SCOTT HAGGERTY
CAROL KLATT
JOHN SILVA

MONDAY
MAY 15, 2006
9:30 A.M.

FOURTH FLOOR CONFERENCE ROOM
DISTRICT OFFICES

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 MARCH 13, 2006**
4. **CONSIDER RECOMMENDING PROPOSED DELEGATION TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) OF THE AUTHORITY TO CONDUCT A PUBLIC HEARING ON AMENDMENTS TO BAY AREA TRANSPORTATION CONFORMITY PROCEDURES**

H. Hilken/4642

hhilken@baaqmd.gov

The Committee will consider recommending that the Board of Directors delegate authority to MTC to conduct a public hearing on proposed amendments to Bay Area Transportation Conformity Procedures.

5. **CONSIDER RECOMMENDING PROPOSED REVISIONS TO TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICIES AND EVALUATION CRITERIA FOR FY 2006/2007**

J. Colbourn/5192

jcolbourn@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of proposed revisions to TFCA Policies and Evaluation Criteria to govern allocation of FY 2006/2007 TFCA funds.

6. **CONSIDER APPROVAL OF TRANSPORTATION FUND FOR CLEAN AIR (TFCA) ANNUAL REPORT**
J Colbourn/5192
jcolborun@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of the report titled Transportation Fund for Clean Air Report on FY 2005/2006 Allocations and Effectiveness

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., MONDAY, JUNE 12, 2006, 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
Memorandum

To: Chairperson Smith and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 18, 2006

Re: Mobile Source Committee Draft Minutes

RECOMMENDED ACTION:

Approve attached draft minutes of the Mobile Source Committee meeting of March 13, 2006.

DISCUSSION

Attached for your review and approval are the draft minutes of the March 13, 2006, Mobile Source Committee meeting.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

**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., Monday, March 13, 2006

1. **Call to Order – Roll Call:** Chairperson Tim Smith called the meeting to order at 9:34 a.m.

Present: Tim Smith, Chairperson; Jerry Hill, Michael Shimansky, John Silva (9:36 a.m.), Pamela Torliatt.

Absent: Roberta Cooper, Scott Haggerty, Jake McGoldrick.

Also Present: Gayle B. Uilkema.

2. **Public Comment Period:** There were none.
3. **Approval of Minutes of January 12, 2006:** Director Hill moved approval of the minutes; seconded by Director Torliatt; carried unanimously without objection.
4. **Carl Moyer Program Grant Allocations:** *The Committee considered recommending Board of Directors' approval of awarding grants to applicants for the Carl Moyer Program Year 7 funding cycle.*

Jean Roggenkamp, Deputy APCO, stated that, in the past, the Committee has considered recommendations from staff regarding allocation of Carl Moyer funds. The District received a number of applications and the majority of the applications meet the criteria set out by the California Air Resources Board (CARB) and the District Board for allocating Carl Moyer grants.

Director John Silva arrived at 9:36 a.m.

Ms. Roggenkamp stated that there is about \$2.5 million in Carl Moyer funding for this cycle and that the next cycle will have close to \$10 million. The Board approved a new source of funding, the Mobile Source Incentive Fund (MSIF), which is generated by a \$2.00 surcharge on motor vehicle registration fees. This differs from the Transportation Fund for Clean Air (TFCA) funding, which has a specific set of projects that are eligible. Carl Moyer-type projects are eligible for funding from the MSIF. There are about \$15 million in projects that meet the criteria, staff is recommending that the projects be funded with the joint Carl Moyer funding and Mobile Source Incentive Fund funding.

David Burch, Principal Environmental Planner, provided background information on the Carl Moyer Program (CMP), which was created in 1999. Mr. Burch discussed eligible equipment types, year 7

CMP guidelines, the process used for solicitation of applications, the process for evaluating the applications, the evaluation results, and the available CMP funds.

Mr. Burch stated that one option to fund more projects is through the MSIF and that staff recommends allocation of MSIF revenues to supplement the CMP funds. Funding all eligible projects would achieve total emission reductions of 579 tons of NO_x per year and 35.3 tons of particulate matter (PM) per year. Mr. Burch provided background information on the MSIF.

Staff recommends that the Committee recommend the following:

1. Board of Directors' approval of the allocation of \$2,667,676 in CMP funds for projects listed in Attachment 1-A of the staff report.
2. Board of Directors' approval of up to \$13.2 million in MSIF revenues for projects listed in Attachment 1-A of the staff report.
3. Board of Directors' authorization for the Air Pollution Control Officer (APCO) to enter into funding agreements with grant recipients listed in Attachment 1-A of the staff report.

In response to a question from Director Torliatt, Mr. Burch stated that these funds are used on projects that will result in surplus emission reductions; those that would go beyond any CARB requirements. There was also discussion on manure pumps and possible funding for this equipment in the future.

Committee Action: Director Shimansky moved that the Committee recommend Board of Director approval of the staff recommendations; seconded by Director Hill; carried unanimously without objection.

5. Status Report on Carl Moyer Program Funding Allocation: *Staff provided a report on the methodology for allocating Carl Moyer Program funds to the Bay Area and other regions.*

Jack Broadbent, Executive Officer/APCO, presented the report and stated that the issue revolves around the statewide methodology for allocating Carl Moyer Program funds to the Bay Area and other regions. Mr. Broadbent stated that, based on population, the Bay Area Air District receives less funding than it should. District staff has been working with the California Air Pollution Control Officers Association (CAPCOA) regarding changes in the allocation formula to correct past problems. The formula is currently based on the severity of the air quality in the region.

Mr. Broadbent reported that, to date, there has been no action from CARB to change the methodology for allocating these funds and that the issue should be taken to the Legislative Committee for discussion and possible action by the legislature.

The Committee discussed ways of building support from the surrounding air districts and presenting a unified front in the legislature. There was discussion regarding money that was not spent by a district then going to other districts that could use the additional funding. The Committee provided additional direction to staff on suggested changes to the allocation formula for the Carl Moyer Program funds.

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

- 6. Amendment to Transportation Fund for Clean Air (TFCA) Marin County Program Manager Expenditure Program:** *The Committee considered recommending Board of Director approval of an amendment to the TFCA Marin County Program Manager Expenditure Program for FY 2005/06.*

Andrea Gordon, Senior Environmental Planner, presented the report and details on the project that is the subject of the amendment request from Marin County. Ms. Gordon stated that staff recommends that the Committee recommend Board of Director approval of an amendment to the Marin County Program Manager TFCA fiscal year 2005/2006 expenditure program to award \$159,037 to the Town of Fairfax for the Safe Routes to Schools Pedestrian/Bicycle Bridge and Sidewalk Project.

Committee Action: Director Torliatt moved that the Committee recommend Board of Director approval of the staff recommendation; seconded by Director Hill; carried unanimously without objection.

- 7. Bio Diesel Feasibility Study and Pilot Projects:** *Staff provided a report on bio diesel fuel.*

Joseph Steinberger, Principal Environmental Planner, presented the report and stated that the Board of Directors allocated \$75,000 from CARB diesel back-up generator (BUG) mitigation funds for a biodiesel feasibility study and pilot project. Mr. Steinberger discussed the basics of biodiesel and noted that the use of biodiesel as an emission reduction strategy has not yet been certified by CARB. The benefits of using biodiesel were reviewed. There are seven biodiesel retail outlets in the Bay Area. Mr. Steinberger reviewed biodiesel characteristics and the average emission impacts of biodiesel for heavy-duty highway engines.

In discussing the pilot project, Mr. Steinberger stated that the biodiesel was produced from local feedstocks, such as “yellow grease” from restaurants. B20 biodiesel was supplied to four local fleets and the fleet managers indicated a reduction in exhaust smoke with no noticeable changes in performance. The Air District will track issues that relate to biodiesel.

Mr. Broadbent stated that once CARB certifies this as an emission reduction strategy, the District will know which projects would work. There was discussion on the issue of the warranty of a vehicle using biodiesel fuel. The Committee recommended this issue be reviewed by both the Legislative and Mobile Source Committees.

Speaker: Sam Altshuer of Pacific Gas and Electric spoke on this item.

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

- 8. Committee Member Comments/Other Business:** There were none.
- 9. Time and Place of Next Meeting:** 9:30 a.m., Monday, April 10, 2006, 939 Ellis Street, San Francisco, CA 94109.
- 10. Adjournment:** The meeting adjourned at 10:46 a.m.

Mary Romaidis
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Smith and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 5, 2006

Re: Consider Recommending that the Board of Directors' delegate
Authority to the Metropolitan Transportation Commission to Conduct a
Public Hearing on Amendments to Bay Area Transportation
Conformity and Interagency Consultation Procedures

RECOMMENDED ACTION

Recommend that the Board of Directors delegate authority to the Metropolitan Transportation Commission (MTC) to hold a public hearing for proposed revisions to the State Implementation Plan (SIP) element for transportation conformity and interagency consultation procedures.

BACKGROUND

Since the 1990 amendments to the Clean Air Act (CAA), EPA has amended the federal transportation conformity procedures four times. The procedures govern the process for determining if transportation plans, programs and projects are consistent with a region's plans to attain and maintain the National Ambient Air Quality Standards. In the Bay Area, the procedures were first adopted in September 1994 to comply with the 1990 CAA amendments. Three subsequent amendments to the transportation conformity procedures in August 1995, November 1995 and August 1997 have been adopted by the three co-lead agencies (ABAG, MTC and the District), approved by EPA, and are now part of the California SIP.

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. Prior to SAFETEA-LU most sections of the federal rule regarding procedures for determining conformity with the SIP and interagency consultation were required to be copied verbatim from the federal rule into a state's SIP. SAFETEA-LU has made it possible for all but a few of the required procedures to apply without being included in a SIP. This eliminates the burden on MTC, ABAG and the District to process SIP amendments every time federal actions change conformity procedural requirements. The existing federal requirements that must be followed for determining transportation conformity with the SIP will still apply, but with the proposed SIP amendment, the procedures would not be part of the region's SIP.

DISCUSSION

The transportation conformity and interagency consultation procedures in the Bay Area are now proposed to be updated to reflect changes resulting from SAFETEA-LU, specifically: 1) deleting from the SIP EPA's detailed procedures for determining the conformity of

plans, programs and projects; and 2) updating the interagency consultation procedures. The new interagency consultation procedures recommended by MTC staff will also clarify the topics to be addressed and the level of consultation required of each of the co-lead agencies for formal and administrative Transportation Improvement Program (TIP) amendments. The major revisions proposed by MTC for this SIP amendment include the following.

- Delete from the SIP the detailed procedures that were required prior to SAFETEA-LU for determining conformity of transportation plans, programs and projects (except for the following two sections below).
 - 1) Requirements that written commitments to control measures that are not included in MTC's Regional Transportation Plan (RTP) and TIP must be obtained prior to a conformity determination and the requirement that such commitments must be fulfilled.
 - 2) Requirements that written commitments to mitigation measures must be obtained prior to a project-level conformity determination.
- Add more detail on the interagency consultation procedures for RTP and TIP updates and amendments, clarify agency roles and responsibilities in the conformity process, add more detail on the consultation on RTP and TIP conformity analyses, clarify the responsibilities of the co-lead agencies in the SIP consultation process, and clarify other Air Quality Conformity Task Force processes and procedures.

Each of the three co-lead agencies, MTC, ABAG and the District, must adopt SIP amendments. Staff recommends that the Committee recommend that the Board delegate authority to MTC to conduct a public hearing on the amendments to the conformity procedures. MTC will notice and record the hearing as required by federal law and will subsequently provide the District with a record of the hearing. The District Board of Directors will consider action on the conformity SIP amendment at a future meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. District staff will assist MTC staff with processing the SIP revision for California Air Resources Board and U.S. Environmental Protection Agency approval.

Respectfully submitted,

Jack P. Broadbent
Executive Officer /APCO

Prepared by: Greg Tholen
Reviewed by: Henry Hilken

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Smith and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 8, 2006

Re: Recommend Board of Directors' Approval of Proposed Transportation
Fund for Clean Air Regional Fund Policies and Evaluation Criteria for
Fiscal Year 2006/2007

RECOMMENDED ACTION

Recommend that the Board of Directors approve the proposed Fiscal Year 2006/2007 Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria.

BACKGROUND

The Air District's Board of Directors has adopted policies and evaluation criteria that govern the allocation of TFCA funds to cost-effective projects. Prior to each annual funding cycle, the Air District considers revisions to the TFCA policies and evaluation criteria. For the FY 2006/2007 funding cycle, the proposed revisions pertain only to policies and evaluation criteria for the TFCA Regional Fund; staff is recommending that the policies for the TFCA Program Manager Fund remain unchanged from FY 2005/2006.

On March 24, 2006, Air District staff issued a request for comments on proposed revisions to the TFCA Regional Fund policies and evaluation criteria for the FY 2006/2007 funding cycle. The deadline for interested parties to submit comments was April 7, 2006. Six interested parties submitted comments by letter or e-mail in response to the Air District's request for comments. A table summarizing the comments received and Air District staff responses is provided in Attachment B.

DISCUSSION

Most of the current TFCA Regional Fund policies and evaluation criteria are proposed to remain unchanged. Among the proposed revisions are minor administrative and editorial changes to provide more clarity, as well as substantive changes to address recent amendments to the TFCA-enabling legislation (AB 694). To address the legislative changes, staff also proposes minor changes to the TFCA Regional Fund evaluation criteria for the FY 2006/2007 funding cycle. The proposed FY 2006/2007 TFCA Regional Fund Policies and Evaluation Criteria are contained in Attachment A.

Following is a summary of the proposed major changes to the FY 2006/2007 TFCA Regional Fund Policies and Evaluation criteria (all references below apply to the proposed TFCA Regional Fund Policies and Evaluation criteria for FY 2006/2007):

- The proposed TFCA Policies and Evaluation Criteria apply only to the Regional Fund. Policies regarding the TFCA Program Manager Fund and Vehicle Incentive Program (VIP) have been moved to separate documents.
- Policy #5, *Eligible Recipients*, has been expanded to allow non-public entities to apply for funding to implement eligible clean air vehicle projects, as allowed by the current TFCA-enabling legislation.
- Policy #8, *Authorizing Letter of Commitment*, will now allow for a letter of commitment, submitted with the grant application by the project sponsor, as opposed to the previous year's requirement for a resolution from a governing body.
- Policy # 10, *Maximum Amount*, establishes an award limit of \$500,000 in Regional Funds for a single non-public entity.
- Policy #16, *Signed Funding Agreement*, reduces the amount of time a project sponsor is allowed to sign a funding agreement, from three (3) months to two (2) months, after the corresponding funding agreement has been transmitted by the Air District to the project sponsor.
- *Returned Funds*, (Policy #24 in FY 2005/2006) was deleted because it did not apply to grant applicants.
- Policies regarding light-duty clean air vehicles (Policies #27 and #28 in FY 2005/2006) were deleted and will be considered in future VIP guidelines.
- Policy #24, *Heavy-Duty Clean Air Vehicles*, no longer requires project sponsors that purchase a new heavy-duty vehicle to scrap, or to install retrofit devices on, existing operational heavy-duty diesel vehicles in their fleets. Emission reductions from project sponsors that choose to scrap an eligible existing operational heavy-duty vehicle in their fleets will be accounted for in the cost-effectiveness of the project.
- Policy #27, *Clean Air Vehicle Infrastructure*, limits funding to advanced technology infrastructure for alternative fuels.
- *Scoring Criteria Discussion* establishes different minimum scores for public and non-public entities (40 versus 36 points) because non-public entities are not eligible to receive points under the criterion *Clean Air Policies and Programs*.
- *Criterion 1: TFCA Funding Effectiveness*, particulate matter emissions will be weighted by multiplying the tailpipe emissions by 20, in keeping with Carl Moyer Program guidelines recently adopted by the California Air Resources Board.
- *Criterion 2: Greenhouse Gas Emission Reductions*, will award 10 points, on a sliding scale, to projects that reduce greenhouse gas emissions. This criterion replaces *Criterion 5: Promote Alternative Transportation Modes*, from the FY 2005/2006 Evaluation Criteria.

- *Criterion 5: Disadvantaged and PM Impacted Communities*, will, in addition to awarding points for economically disadvantaged communities, award points for projects that directly reduce emissions in communities with potential for high particulate matter exposure.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Approval of the recommended policy changes will have no material impact on the Air District's budget. TFCAs revenues come from a dedicated external funding source. TFCAs allocations do not impact the Air District's general fund or operating budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Juan Ortellado
Reviewed by: Jack M. Colbourn

Attachments

ATTACHMENT A

PROPOSED TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FY 2006/07

The following policies apply only to the TFCA Regional Fund. These guidelines do not apply to the TFCA County Program Manager Funds or the Vehicle Incentive Program (VIP).

BASIC ELIGIBILITY

- 1. Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations or other legal obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable regulations or other legal obligations at the time the Air District Board approves a grant award. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding.
- 2. TFCA Cost-Effectiveness and Minimum Score:** The Air District Board will not approve any grant application for TFCA Regional Funds for a project that has: a) a TFCA cost- (i.e., funding) effectiveness level equal to or greater than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter less than 10 microns in diameter (PM₁₀) emissions reduced (\$/ton); b) a score of less than 40 points (out of a possible 100 points for public agencies) and less than 36 points (out of a possible 90 points for non-public entities) based upon the project evaluation and scoring criteria listed in Section II of the Regional Fund Guidance document.
- 3. Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.
- 4. Viable Project:** Each grant application should identify sufficient resources to complete the respective project. Applications that are speculative in nature, or contingent on the availability of unknown resources or funds, will not be considered for funding.

5. **Eligible Recipients:** TFCA funds may be awarded to public agencies and non-public entities. Eligible recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. Non-public entities may only be awarded TFCA funds to implement clean air vehicle projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstration projects.
6. **Non-Public Entities:** A public agency may apply for TFCA funds for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA funds on behalf of a non-public entity, the public agency shall enter into a funding agreement with the Air District and provide a written, binding agreement to operate the clean air vehicle(s) within the Air District's jurisdiction for the duration of the useful life of the vehicle(s).
7. **Matching Funds:** The Air District will not enter into a funding agreement for a project with an approved grant award until all project funding has been approved and secured. For project applications requesting greater than \$150,000 in TFCA Regional Funds, project sponsors must provide matching funds from non-TFCA sources, which equal or exceed 10% of the total project cost. TFCA County Program Manager Funds do not count toward fulfilling the non-TFCA matching funds requirement. Grant applications for TFCA Regional Funds of \$150,000 or less may request 100% TFCA funding.
8. **Authorizing Letter of Commitment:** Regional Fund grant applications must include a signed letter of commitment from an individual with authority to enter into a funding agreement and carry out the project (e.g., Chief Executive/Financial Officer, Executive Director, City Manager, etc.). Applications submitted without a letter of commitment will be returned to the sponsor and will not be scored if the letter of commitment is not received within thirty (30) calendar days after the application submittal deadline.
9. **Minimum Amount:** Only projects requesting \$10,000 or more in TFCA Regional Funds will be considered for funding.
10. **Maximum Amount:** No single public agency project may receive more than \$1,500,000 in TFCA Regional Funds in any given fiscal year. No single non-public entity may be awarded more than \$500,000 in TFCA Regional Funds in any given fiscal year.
11. **Readiness:** A project will be considered for TFCA funding only if the project will commence in calendar year 2007 or sooner. For purposes of this policy, "commence" means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
12. **Maximum One Year Operating Costs:** For TFCA grant applications that request operating funds to provide a service, such as ridesharing

programs, bicycle stations, and shuttle and feeder bus projects, the Air District will provide funding on an annual basis: i.e., the Air District will approve funding for one (1) annual budget cycle. Applicants who seek TFCA Regional Funds for additional years must re-apply for funding in the subsequent funding cycles.

- 13. Project Revisions:** If project revisions become necessary, the revised project must be within the same eligible project category and receive a point score higher than the funding cut-off point, based upon the scoring criteria, for the year in which the project originally received a grant award. Project revisions initiated by the sponsor, which significantly change the project before the allocation of funds by the Air District Board of Directors will not be accepted.

APPLICANT IN GOOD STANDING

- 14. Monitoring and Reporting:** Project sponsors who have failed to fulfill monitoring and reporting requirements for any previously funded TFCA Regional Fund project will not be considered for new funding for the current funding cycle, and until such time as the unfulfilled obligations are met.
- 15. Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding. Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.
- 16. Signed Funding Agreement:** Project sponsors must sign a Funding Agreement within two (2) months from the date it has been transmitted to them in order to remain eligible for the awarded TFCA grant. The Air District may authorize extensions for just cause. Project applications will not be considered from project sponsors who were awarded TFCA grants in a previous year and have not signed a Funding Agreement with the Air District by the current application deadline.
- 17. Implementation:** Project sponsors that have a signed funding agreement for a prior TFCA-funded project, but have not yet implemented that project by the current application deadline will not be considered for funding for any new project. The phrase "implemented that project" means that the project has moved beyond initial planning stages and the project is being implemented consistent with the implementation schedule specified in the project funding agreement.

INELIGIBLE PROJECTS

- 18. Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA

County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

- 19. Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding. For projects that provide such subsidies, the direct or indirect financial transit or rideshare subsidy must be available, in addition to the employees of the project sponsor, to employees other than those of the project sponsor.

USE OF TFCA FUNDS

- 20. Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project. For purposes of calculating TFCA funding effectiveness for TFCA Regional Funds (Evaluation Criterion #1), the TFCA County Program Manager Funds will be included in the calculation of the TFCA cost of the project.
- 21. Cost of Developing Proposals:** The costs of developing proposals for TFCA funding are not eligible to be reimbursed with TFCA funds.
- 22. Administrative Costs:** Administrative costs (i.e., the costs associated with administering a TFCA grant) are limited to a maximum of five percent (5%) of total TFCA funds expended on a project. To be eligible for reimbursement, administrative costs must be clearly identified in both the TFCA Regional Fund application project budget and in the project funding agreement.
- 23. Expend Funds within Two Years:** Any public agency or non-public entity receiving TFCA Regional Funds must expend the funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District.

CLEAN AIR VEHICLE (CAV) PROJECTS

Non-public entities may only apply for funding for clean air vehicle projects. No single non-public entity may be awarded more than \$500,000 in TFCA Regional Funds for clean air vehicle projects in each funding cycle.

24. Heavy-Duty Clean Air Vehicles

Eligibility: Heavy-duty vehicles are on-road motor vehicles with a gross vehicle weight (GVW) of 10,001 pounds or heavier. To qualify for TFCA funding, a heavy-duty vehicle project must provide surplus emission reductions beyond the requirements of any applicable State and federal standard or regulation.

Funding Participation: Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of the new cleaner vehicle. Incremental cost is the difference in the purchase or lease price of the

new clean air vehicle and its new diesel counterpart. However, public transit agencies that have elected to pursue the “alternative fuel” path under CARB’s urban transit bus regulation may apply for up to \$150,000 per alternative-fuel bus (30 ft. or longer).

Scrapping Requirements: Project sponsors of heavy-duty vehicles purchased or leased with TFCA funds may, but are not required to, scrap an existing operational diesel vehicle within their fleet. Emission reductions associated with scrapping an existing operational diesel vehicle will be accounted for in calculating the overall emission reductions for the project. TFCA funds will not cover the cost of the scrapped vehicle.

25. Reducing Emissions from Existing Heavy-Duty Diesel Engines:

Options available to reduce emissions from existing heavy-duty diesel engines include:

- a) Repowers – To be eligible for TFCA funding, the new engine selected to repower an existing heavy-duty vehicle must reduce emissions by at least 15% compared to the direct exhaust emission standards of the existing engine that will be replaced.
- b) Diesel Emission Control Strategies – Diesel emission control strategies compatible with existing heavy-duty diesel engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All control strategies must be approved by CARB to reduce emissions from the relevant engine.
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the emission control strategy.
 - 3) Diesel emission control strategies must meet the applicable CARB standard for NO₂ emissions when the standard is put into effect and strategies are available that meet the standard.
 - 4) The project sponsor must install the highest level (most effective) diesel emission control strategy that is approved by CARB for the specific engine.
- c) Clean Fuels or Additives – Clean fuels or additives compatible with existing heavy-duty engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All clean fuels or additives must be approved by CARB to reduce emissions and for use with the relevant engine.
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.

26. Bus Replacements: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for

compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

- 27. Clean Air Vehicle Infrastructure:** The TFCA Regional Fund may fund advanced technology infrastructure for alternative fuels. To be considered for TFCA funding, the infrastructure must be accessible, to the extent feasible, to other public agencies, private fleets, and the general public.

SHUTTLE/FEEDER BUS SERVICE PROJECTS

- 28. Shuttle/Feeder Bus Service:** Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The route must go to or from a rail station, airport, or ferry terminal, and the project must:

- a) Be submitted by a public transit agency; or
- b) Be accompanied by documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency revenue service.

All shuttle/feeder bus service to rail or ferry stations must be timed to meet the rail or ferry lines being served.

Independent (non-transit agency) shuttle/feeder bus projects that received TFCA funding prior to FY 2004/05 and obtained a letter of support from all potentially affected transit agencies need not comply with “b” above unless funding is requested for a new or modified shuttle/feeder bus route.

All vehicles used in any shuttle/feeder bus service must meet the applicable CARB particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

- a) an alternative fuel vehicle (CNG, LNG, propane, electric);
- b) a hybrid-electric vehicle;
- c) a post-1994 diesel vehicle and a diesel emission control strategy approved by CARB to reduce emissions from the relevant engine;
or
- d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a through d above, are eligible for funding as shuttle/feeder bus service projects.

BICYCLE PROJECTS

- 29. Bicycle Projects:** New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. For purposes of this policy,

if there is no adopted countywide bicycle plan, the project must be in the county's CMP, or the responsible Congestion Management Agency must provide written intent to include the project in the next update of the CMP. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

ARTERIAL MANAGEMENT PROJECTS

30. Arterial Management: Arterial management project applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for arterial management projects (excluding expressways and highways) where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

SMART GROWTH PROJECTS

31. Smart Growth/Traffic Calming: Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Improvements that rely only on driving behavior modification are not eligible for funding.

REGIONAL FUND EVALUATION CRITERIA

FY 2006/07 TFCA Regional Fund Scoring Criteria

Criteria	Maximum Points
1. TFCA Funding Effectiveness*	60
2. Greenhouse Gas Emission Reductions*	10
3. Other Project Attributes*	10
4. Clean Air Policies and Programs**	10
5. Disadvantaged Community*	10
Total	100

* Public agencies and non-public entities eligible to receive points

** Only public agencies eligible to receive points

DISCUSSION

In addition to complying with other policies, including achieving cost effectiveness greater than \$90,000 per ton, both public agencies and non-public entities are eligible to receive points under criteria 1, 2, 3, and 5. Only public agencies are eligible to receive points under criterion 4. The maximum possible score for a public agency is 100 points and the maximum possible score for a non-public entity is 90 points. Projects will be ranked by the percentage of total eligible points scored (100 for public agencies and 90 for non-public entities) in descending order. A public agency must achieve a minimum score of 40 points to be considered for funding while a non-public entity must achieve a minimum of 36 points to be considered for funding. In the event that two or more projects achieve an equal score, project ranking will be determined by TFCA funding effectiveness (Criterion #1). The project with the best TFCA funding effectiveness will receive priority.

Available TFCA Regional Funds will be allocated to projects beginning with the highest ranking project and proceeding in sequence to lower-scoring projects, to fund as many eligible projects as available funds can fully cover. The point where the next-ranked eligible project cannot be fully funded defines the cut-off point for the funding cycle, i.e., all projects above this point will be funded. Any remaining available funds are generally allocated to projects in the subsequent funding cycle. No partial grant awards will be made; however, grant awards may be reduced from the original application request by mutual consent of the project sponsor and the Air District.

o **Criterion 1: TFCA Funding Effectiveness: [maximum 60 points]**

This criterion is designed to measure the cost-effectiveness of a project in reducing air pollutant emissions and to encourage projects that contribute funding from other, non-TFCA sources in excess of required matching funds. TFCA funds budgeted for the project (both TFCA Regional Funds and TFCA County Program Manager Funds combined) will be divided by the estimated lifetime emission reductions for the project. The estimated lifetime emission reductions is the sum of reactive organic gases, oxides of nitrogen, and

weighted particulate matter¹ that will be reduced over the life of the project. Air District staff will determine the estimated emission reductions and TFCA funding effectiveness for the project.

The point scale for awarding points for this criterion is presented below.

Point Scale for Criterion 1

TFCA \$/Ton		Points	TFCA \$/Ton		Points		
\$0	\$19,999	60	\$56,000	-	\$57,999	41	
\$20,000	-	\$21,999	59	\$58,000	-	\$59,999	40
\$22,000	-	\$23,999	58	\$60,000	-	\$61,999	39
\$24,000	-	\$25,999	57	\$62,000	-	\$63,999	38
\$26,000	-	\$27,999	56	\$64,000	-	\$65,999	37
\$28,000	-	\$29,999	55	\$66,000	-	\$67,999	36
\$30,000	-	\$31,999	54	\$68,000	-	\$69,999	35
\$32,000	-	\$33,999	53	\$70,000	-	\$71,999	34
\$34,000	-	\$35,999	52	\$72,000	-	\$73,999	33
\$36,000	-	\$37,999	51	\$74,000	-	\$75,999	32
\$38,000	-	\$39,999	50	\$76,000	-	\$77,999	31
\$40,000	-	\$41,999	49	\$78,000	-	\$79,999	30
\$42,000	-	\$43,999	48	\$80,000	-	\$81,999	29
\$44,000	-	\$45,999	47	\$82,000	-	\$83,999	28
\$46,000	-	\$47,999	46	\$84,000	-	\$85,999	27
\$48,000	-	\$49,999	45	\$86,000	-	\$87,999	26
\$50,000	-	\$51,999	44	\$88,000	-	\$89,999	25
\$52,000	-	\$53,999	43	\$90,000	-	and above	0
\$54,000	-	\$55,999	42				

o Criterion 2: Greenhouse Gas Emission reductions [maximum 10 points]

This criterion will award a maximum of 10 points (sliding scale 0-10 points) for projects that reduce greenhouse gas emissions, such as carbon dioxide. Inherently, projects that promote alternative modes of transportation and reduce single occupant vehicle trips (e.g., transit, ridesharing, bicycling and walking), as well as projects that improve motor vehicle fuel economy, will reduce greenhouse gas emissions. This criterion is designed to reward projects that reduce greenhouse gas emissions. TFCA funds budgeted for the project will be divided by the estimated lifetime emission reductions of greenhouse gases for the project. Air District staff will determine the estimated emission reductions, TFCA funding effectiveness, and scale for awarding points.

¹ Particulate matter emissions includes tailpipe PM, as well as brake particles, tire particles and re-entrained road dust. Consistent with CARB methodology to calculate PM emission reductions for the Carl Moyer Program, weighted PM emissions will be calculated by adding the tailpipe PM multiplied by a factor of 20, plus the sum of tire, brake, and road dust PM.

o **Criterion 3: Other Project Attributes [maximum 10 points]**

The purpose of this criterion is to provide a mechanism in the evaluation and scoring process to identify and assess desirable project attributes that are not captured in the analysis of TFCA funding effectiveness. Projects may score points under this criterion based upon other project attributes identified for each project type. The specific project attributes for each project type will be identified after project applications have been received and reviewed.

o **Criterion 4: Clean Air Policies and Programs [maximum 10 points]**

The purpose of this criterion is to recognize and encourage efforts of public agencies to implement policies and programs that promote the region's air quality objectives, especially land use and transportation policies that help to reduce air pollution from motor vehicles.

To receive points for this criterion, the sponsoring agency must describe its policies and actions to implement the transportation control measures (TCMs) in the most recently adopted strategy(ies) for State and national ozone standards throughout the agency's jurisdiction. Points will be awarded based upon the performance of the project sponsor in implementing those elements of each TCM, which are within the purview of the sponsor agency. Non-public entities are not eligible for points under this criterion.

o **Criterion 5: Disadvantaged and PM Impacted Communities [maximum 10 points]**

This criterion will award a maximum of 10 points (sliding scale 0-10 points) for projects that directly reduce emissions in economically disadvantaged communities and communities with high PM exposure. For purposes of this criterion, economically disadvantaged communities are defined in a report entitled A Guide to the Bay Area's Most Impoverished Neighborhoods, prepared for the Bay Area Partnership by the Northern California Council for the Community. Forty-six disadvantaged communities throughout the Bay Area are identified in this report. To qualify for points, a project must directly benefit one or more of these communities. The project sponsor must: 1) identify the census tracts in the disadvantaged community that will benefit from the project, 2) specify the percentage of project resources or services that will be delivered to the identified disadvantaged community, and 3) provide a clear explanation as to how the project directly benefits residents in that community. The number of points awarded will be based upon the percentage of project resources that directly benefit the community, and the extent to which the project sponsor demonstrates this benefit.

A PM Impacted Community is any community that falls within the top 60% of total aggregate potential PM_{2.5} exposure for the Bay Area. Potential PM exposure is calculated based upon annual person-tons exposure for children and elderly within each community. Areas with the highest potential PM_{2.5} exposure will receive more points. To qualify for points, the grant application must demonstrate that the project would reduce PM emissions in an Impacted Community.

ATTACHMENT B
DRAFT FY 2006/2007 TFCA REGIONAL FUND POLICIES AND
EVALUATION CRITERIA
COMMENTS RECEIVED AND STAFF RESPONSES

Name and Title of Signer Agency or Entity	Comments	Staff Response
<p>Roger Hooson Senior Planner, San Francisco International Airport</p>	<p>Staff's proposal to remove the VIP program from the TFCA guidelines is appropriate, since the programs are quite different. We recommend that the District allow operators to apply for reduced incentives under the VIP program for vehicles up to 16,000 lbs GVW, as an option to applying for TFCA heavy-duty funds. This is important because many operators need to order and deploy vehicles at various times during the year, and may not be able to wait for the annual TFCA call for projects and review period. However, we hope that the VIP incentive amount for larger vehicles would be significantly greater than the amount currently provided for smaller vehicles.</p>	<p>District staff will address this comment when revising fiscal year (FY) 2006/2007 Vehicle Incentive Program (VIP) guidelines and policies.</p>
<p>Sam Altshuler, PE Senior Program Manager, Clean Air Transportation Group, PG&E</p>	<p>With respect to Policy 27, I suggest that you expand the definition of "advanced technology infrastructure for alternative fuels". Does this include advanced electric metering devices for plug in electric hybrids, electric infrastructure for Cleaire's Horizon product, traditional CNG/LNG refueling stations, hydrogen-methane blend stations, or advanced LNG production facilities, to name a few?</p> <p>In Policy #10, an understandable limit is placed on the TFCA funds available to non-public entities. Should all TFCA funds not be expended during a funding cycle, I suggest that these unawarded funds be made available to</p>	<p>District staff will consider advanced technologies on a case-by-case basis. Traditional CNG/LNG refueling stations and electric infrastructure for Cleaire's Horizon product would not be considered advanced technology infrastructure.</p> <p>District staff will consider the suggestion if the situation arises and recommend to the District Board of Directors how any remaining TFCA funds shall be allocated. Historically, the District has</p>

	<p>worthy non-public entities sponsored projects in a phase 2 process.</p>	<p>implemented cost-effective programs with remaining TFCA funds and not made a second call for projects in a funding cycle.</p>
<p>Manito Velasco, PE Traffic Calming Program Manager, Municipal Transportation Agency, San Francisco</p>	<p>It has been challenging to gauge how well Traffic Calming or Pedestrian Projects would compete for TFCA funds, as no explicit guidance is given on how many trips are reduced by these projects. We believe the trip reduction and air quality benefits of these projects are significant but absent any direction or numerical scoring, it discourages us from applying for these grants. We have been able to make some assumptions in the past. It would probably be better if the assumptions were more uniform to ensure a proper comparison and prioritization among competing applications.</p> <p>A scoring system was developed for bicycle lane projects. Perhaps a similar one could be established for traffic calming, using volumes, speeds and collision history as factors. Reduction of any of those factors would result in more bicycle, pedestrian and transit trips.</p>	<p>The District is in the process of conducting an independent performance review of some project types eligible under the TFCA program, including traffic calming and pedestrian projects. One of the goals of this effort is to better evaluate these types of projects. When the final results of the performance review are available, District staff may use the findings for future evaluations of proposed projects.</p>
<p>Melanie Crotty, 511 Director, Traveler Coordination & Information, MTC</p>	<p>1-General: Since these policies only apply to the regional fund, and the program manager fund policies have been removed, is there a separate document detailing the program manager fund policies?</p> <p>2- Basic Eligibility, #1-Reduce Emissions:</p> <ul style="list-style-type: none"> • You’ve defined “surplus” motor vehicle emissions as those that exceed state and federal regulations. Could you please explain this in more detail? Could you also please explain how applicants know if their project is reducing these types of emissions? How does this impact a ridesharing 	<p>For the FY 2006/2007 funding cycle, District staff has advised the County Program Managers to use the same policies and guidelines in effect for the FY 2005/2006 funding cycle. These guidelines will be published in a separate document.</p> <p>“Surplus” emissions are those above and beyond the emissions required through an applicable regulation or other legal obligations. Applicants that are uncertain if a specific project would achieve “surplus” emissions are encouraged to work with District staff to resolve this uncertainty.</p>

	<p>type project? (i.e., how would a ridesharing project demonstrate a surplus motor vehicle emission achievement?)</p> <ul style="list-style-type: none"> • Does “surplus” mean that a project has to reduce motor vehicle emissions beyond a specific baseline? If yes, what is that baseline? Does this mean that a project has to reduce more emissions than it did the previous year, and that only the increase would be credited? If this is the case, we have concerns about this approach and recommend that projects are scored based on the total emissions they reduce in a given year, regardless of what the project achieved the prior year. • Could you please identify and include in the policy language which “existing state and federal regulations” to which the Air District is referring? <p>3- Basic Eligibility, #2-TFCA Cost Effectiveness and Minimum Score:</p> <p>Why is the minimum point score lower for non-public entities? For example, if a public project and a non-public entity each achieved the minimum TFCA Cost Effectiveness, the non-public entity has to earn fewer points in the remaining criteria than the public project to achieve the total minimum</p>	<p>The term “surplus” emissions apply mainly to Clean Air Vehicle projects. To be eligible for TFCA funding, a project would need to exceed emission reductions established in regulations or other legal obligations on emission reductions that apply to the project.</p> <p>The regulations may include any federal, State and local regulations governing air pollution for a project sponsor. For example, transit agencies and solid waste collection haulers are subject to California Air Resources Board rules; TFCA can only fund emission reductions that go beyond the requirements of these rules. If uncertain, it is recommended that interested project applicants consult with District staff regarding specific projects.</p> <p>The point score is lower for non-public entities because they are not eligible for points under <i>Criterion 4: Clean Air Policies and Programs</i>. To correct for this, projects are ranked based on the percentage of total eligible points scored.</p>
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	<p>point score. What is the rationale for the differences for the two types of project applicants?</p> <p>4- Ineligible Projects, #18-Duplication:</p> <ul style="list-style-type: none"> • Can you please add language to this policy that explains how applicants should demonstrate/describe that their project will not duplicate existing programs? This will be especially important given that non-public sector projects will be eligible. • Could you also please describe how applicants find out about “existing TFCA funded projects”? (i.e., will there be a list?) Could you please describe or define somewhere what an “existing TFCA funded project” is and/or how a project becomes “existing”? (i.e., if a project can only be funded one year at a time, is it automatically an “existing” project if it has been funded in the previous year and is applying for funds in the upcoming year?) • If applications are submitted for projects that duplicate each other, and neither is an “existing TFCA funded project”, how will the Air District determine which is duplicative? • Can you please explain/clarify what is meant by “additional emission reductions”? (reducing emissions in addition to that reduced by existing programs?) <p>5- Regional Fund Evaluation Criteria, Criterion #2-Greenhouse Gas Emission Reductions</p> <p>Can you please clarify what comprises greenhouse gases identified in criterion #2 versus what comprises the motor vehicle emissions identified in policy #1? How does policy #1 relate to or factor into Criterion #2?</p>	<p>Based on the information provided by the grant applicant in the Project Description, Air District staff will determine if a project duplicates an existing program.</p> <p>To establish if a proposed project duplicates an existing TFCA funded project, applicants should contact District staff to consult. The District does not distribute a list of all existing TFCA funded projects. However, the annual TFCA Reports on Allocation and Effectiveness contain lists of projects approved in any given year</p> <p>District staff will resolve issues surrounding simultaneous applications for projects that are duplicative in consultation with the applicants.</p> <p>“Additional emission reductions” would be emissions that are in excess of those already being achieved by a project/program.</p> <p>Greenhouse gas emissions will include carbon dioxide (CO₂) and methane (CH₄), if applicable. Motor vehicle emissions include reactive organic gases, oxides of nitrogen and particulate matter.</p>
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	<p>6- Regional Fund Evaluation Criteria, Criterion #3-Other Project Attributes In the language for this criterion, could you please provide examples of the types of attributes that could receive points in this category?</p> <p>7- Regional Fund Evaluation Criteria, Criterion #5-Disadvantaged and PM Impacted Communities</p> <p>The Air District refers applicants to a guide to the Bay Area’s Most Impoverished Neighborhoods for a listing of the economically disadvantaged communities. Will this guide also identify “Communities with high PM exposure”? If not, how does an applicant obtain this information?</p>	<p>A list of <i>Other Project Attributes</i> can be found in Appendix B of the 2005 TFCA Regional Fund Application Guidance. A similar Appendix will be prepared for the 2006 TFCA Regional Fund Application Guidance.</p> <p>The TFCA Regional Fund Application Guidance will identify communities with potential for high particulate matter exposure.</p>
<p>John Know White, Transportation and Land Use Coalition (TALC)</p>	<p>Currently, the standard evaluation procedure for “ridesharing” projects uses only a one-year effectiveness calculation. This formula is based on historical ridesharing programs that have been funded, as well as guidelines that are used for the counties’ Program manager Fund.</p> <p>As you are aware, there are programs that have been documented to have more than one-year effectiveness with no additional funding required. Like an arterial management project which is benefited for two years, or a bicycle lane which receives 20 years of benefit, the benefits of some educational programs endure significantly after the project implementation.</p> <p>As such, TALC would like to recommend that the evaluation criteria for rideshare project be amended to allow those programs to use multi-year effectiveness when data exists to confirm the validity of the request.</p>	<p>The District is in the process of conducting an independent performance review of some project types eligible under the TFCA program, including ridesharing projects. One of the goals of this effort is to better evaluate these types of projects. When the final results of the performance review are available, District staff may use the findings for future evaluations of proposed projects, including changes to the years of effectiveness for ridesharing projects.</p>
<p>Dan Christians, Assistant Executive Director/Director of</p>	<p>1. New bullet points #6, “Non-Public Entities” continues a previous</p>	<p>This policy was retained to allow flexibility for non-public entities to be eligible for TFCA funding through</p>

<p>Planning, Solano Transportation Authority</p>	<p>policy for public agencies to apply for TFCA funds on behalf of a private agency. Is this policy still relevant given the revised eligible recipients include private agencies as stated in bullet #5?</p> <p>2. The “Use of TFCA Funds Section”, bullet #22 discusses a maximum of 5% that can be used towards administrative costs for the project. Please clarify if this also applies to private agencies as well as public agencies.</p> <p>3. Please clarify what process the Air District staff use to evaluate Greenhouse Gas Emissions Reduction for project that promote alternative modes (Criterion 2, Regional Fund Evaluation Criteria Section).</p>	<p>coordinated efforts of public agencies or by applying directly to the TFCA program.</p> <p>Both public and non-public entities are eligible to be reimbursed for up to 5% of the total TFCA funds awarded to a project for eligible administrative costs related to the the project.</p> <p>Air District staff quantifies the emission reductions of CO₂, a greenhouse gas, for projects that reduce or eliminate motor vehicle use. For these projects, the reduction in miles traveled by motor vehicle is converted to fuel savings and then converted to CO₂ emission reductions. The projects that achieve higher CO₂ emission reductions will receive a higher score.</p>
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BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Smith and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 5, 2006

Re: Recommend Board of Director Approval of Transportation Fund for Clean
Air Report on Fiscal Year 2005/2006 Allocations and Effectiveness

RECOMMENDED ACTION

Recommend that the Board of Directors approve the *Transportation Fund for Clean Air Report on Fiscal Year 2005/2006 Allocations and Effectiveness*.

BACKGROUND

State law allows air districts to impose a surcharge on motor vehicle registration fees paid within their jurisdictions to fund the implementation of transportation control measures and mobile source measures. Funds from an annual surcharge of \$4 per vehicle, applied to over 5 million vehicles registered in the Bay Area, are allocated by the Air District's Transportation Fund for Clean Air (TFCA) to projects that reduce emissions from mobile sources.^a

State law requires that the Air District Board of Directors review the expenditure of TFCA funds annually to determine their effectiveness in improving air quality. Staff has prepared a report in response to this requirement. The attached report summarizes allocations for all projects that received TFCA funds in fiscal year (FY) 2005/2006.

DISCUSSION

Highlights of the report include the following:

- TFCA funds have been allocated to eligible projects, consistent with the legislation that authorizes the TFCA program.
- The Air District approved TFCA funding of \$30.9 million for eligible costs: \$18.1 million in Regional Funds (56 projects), \$10.6 million in Program Manager Funds (64 projects) and \$2.1 million in administration costs and Air District indirect costs.
- Projects funded in FY 2005/2006 are expected to reduce criteria pollutant emissions over their lifetime by an estimated 1,688 tons, including 891 tons of reactive organic gases (ROG), 732 tons of nitrogen oxides (NO_x), and 65 tons of particulate matter (PM₁₀). The estimated lifetime emissions reduction for carbon dioxide (CO₂), a greenhouse gas, for the projects funded in FY 2005/2006 is approximately 96,500 tons.

^a Revenues from an additional \$2 surcharge in motor vehicle registrations, authorized by Assembly Bill 923, are not part of TFCA. These revenues are used to implement the Air District's Mobile Source Incentive Fund (MSIF), which provide incentives for the implementation of additional mobile source projects.

- The overall cost-effectiveness of TFCA projects funded in FY 2005/2006 is \$18,298 (TFCA dollars) per ton of criteria pollutant emissions reduced, improved from a cost-effectiveness of \$24,530 per ton in FY 2004/2005.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Juan Ortellado
Reviewed by: Jack M. Colbourn

Attachment

**TRANSPORTATION FUND
FOR
CLEAN AIR**

**REPORT ON FISCAL YEAR 2005/2006
ALLOCATIONS AND EFFECTIVENESS**

**BAY AREA
AIR QUALITY**



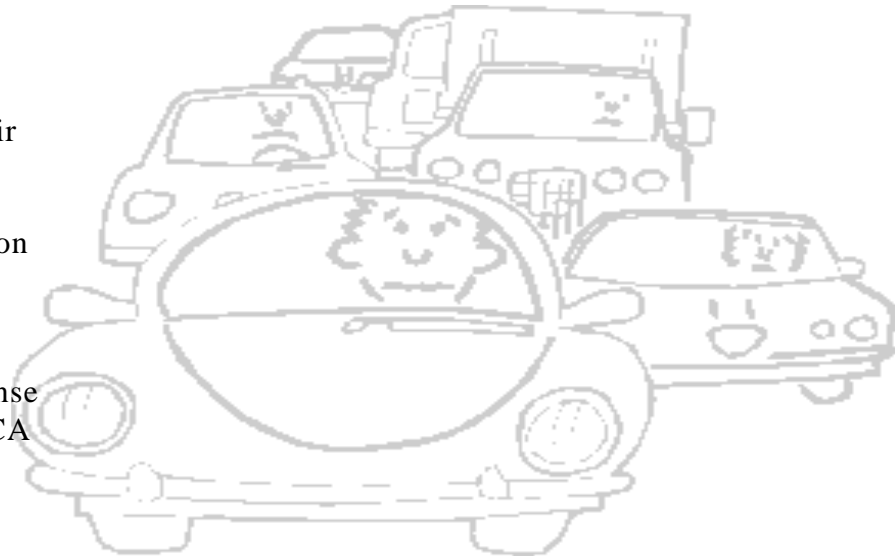
**TRANSPORTATION
FUND FOR
CLEAN AIR**

Bay Area Air Quality Management District
939 Ellis Street, San Francisco, CA 94109

May 2006

Summary

State law requires that the Bay Area Air Quality Management District (Air District) Board of Directors annually review the expenditure of Transportation Fund for Clean Air (TFCA) program revenues to determine the program effectiveness in improving air quality. This report has been prepared in response to that requirement; it summarizes TFCA funding allocations for fiscal year 2005/2006 (FY 2005/06).



Highlights of the TFCA Program in FY 2005/06

- ◆ TFCA funds have been allocated to eligible recipients for eligible projects, consistent with the legislation that enables the TFCA program.
- ◆ In FY 2005/06, the Air District approved TFCA funding of \$30.9 million, including \$28.7 million for 120 eligible projects (\$18.1 million for 56 Regional Fund projects and programs and \$10.6 million for 64 Program Manager Fund projects), and \$2.1 million for administrative costs and Air District indirect costs.
- ◆ In FY 2005/06, \$32.2 million in TFCA funds were available for allocation, including \$22.1 million in calendar year 2005 Department of Motor Vehicle receipts, \$2.0 million in interest, and \$8.1 million in TFCA funds reallocated from previously funded projects that were canceled or completed under budget.
- ◆ The estimated lifetime emission reductions for the projects funded by TFCA in FY 2005/06 are 891 tons of reactive organic gases (ROG), 732 tons of oxides of nitrogen (NO_x), and 65 tons of particulate matter (PM₁₀). Combined lifetime emission reductions for the three pollutants total 1,688 tons.
- ◆ The estimated lifetime emissions reduction in carbon dioxide (CO₂), a greenhouse gas, for the projects funded by TFCA in FY 2005/06 is approximately 96,500 tons.
- ◆ The aggregate cost-effectiveness of all projects funded by TFCA in FY 2005/06 is \$18,298 (TFCA dollars) per ton of emissions reduced (lifetime ROG, NO_x, and PM₁₀).
- ◆ Since the inception of the TFCA program in 1992, the Air District has allocated a total of \$314 million in TFCA funds to 1,840 projects.

Introduction

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the San Francisco Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean Air Act in 1988. In response, the Air District, in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments, prepared the *Bay Area Clean Air Plan (CAP)*. The *Bay Area 2005 Ozone Strategy*, the latest triennial update to the CAP, indicates how the region will work toward compliance with the State one-hour ozone standard. To reduce emissions from motor vehicles, the *Bay Area 2005 Ozone Strategy* contains

transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." Mobile source measures encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies, which result not only in the reduction of ozone precursor emissions, but also of greenhouse gas emissions.



State legislation applicable to FY 2005/06 restricts TFCA funding to the following types of projects:

- ◆ **Implementation of ridesharing programs**
- ◆ **Clean fuel school and transit bus purchases or leases**
- ◆ **Feeder bus or shuttle service to rail and ferry stations and to airports**
- ◆ **Arterial traffic management**
- ◆ **Rail-bus integration and regional transit information systems**
- ◆ **Demonstrations in congestion pricing of highways, bridges and public transit**
- ◆ **Low-emission vehicle projects**
- ◆ **Smoking vehicles program**
- ◆ **Vehicle buy-back scrappage program**
- ◆ **Bicycle facility improvement projects**
- ◆ **Physical improvements that support "smart growth" projects**

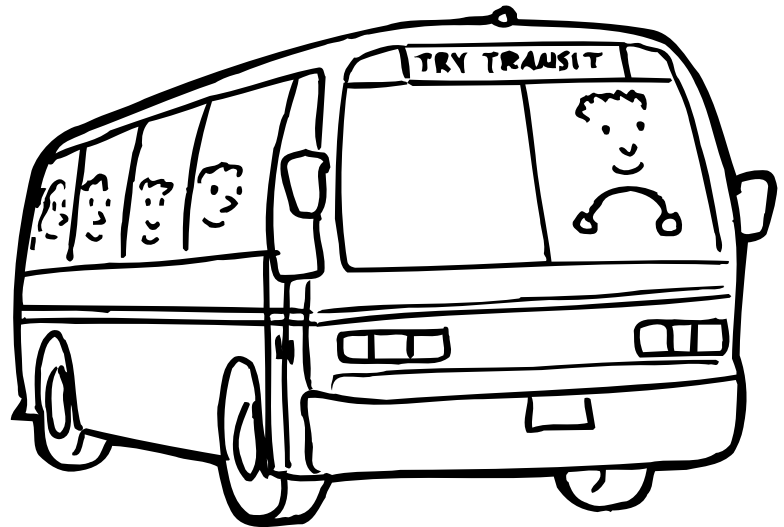
The TFCA Program

To fund the implementation of TCMs and MSMs, the State Legislature allows air districts to impose a surcharge on motor vehicle registration fees paid within their jurisdictions. For the San Francisco Bay Area, a \$4 annual surcharge per vehicle applies to over 5 million vehicles registered in the region for the TFCA program.¹

Revenues raised by the aforementioned surcharge are allocated by the Air District through the Transportation Fund for Clean Air. TFCA grants were awarded to public agencies, such as cities and counties, transit districts, school districts, and the Metropolitan Transportation Commission.

TFCA-funded projects have many benefits, including the following:

- ♦ Reducing air pollution, including air toxics, such as benzene
- ♦ Conserving energy and helping to reduce carbon dioxide emissions
- ♦ Improving water quality by decreasing contaminated runoff from roadways
- ♦ Improving transportation options
- ♦ Reducing traffic congestion



¹ Revenues from an additional \$2 surcharge in motor vehicle registrations, authorized by Assembly Bill 923, are not part of TFCA. These revenues are used to implement the Air District's Mobile Source Incentive Fund (MSIF), which provides incentives for the implementation of additional mobile source projects.

TFCA Funding Allocation

Each year the Air District distributes TFCA funds through **two processes**.

Sixty percent of the TFCA funds are referred to as “Regional Funds.” The Regional Funds are used to fund eligible programs that are implemented by the Air District, such as the Smoking Vehicle, Vehicle Buy-Back, and Spare the Air programs. The remainder of the Regional Funds is distributed to public agencies through a competitive process.

The Air District Board of Directors adopts criteria to evaluate and rank project applications for TFCA Regional Funds. The evaluation criteria for FY 2005/06 are shown below. Proposed projects are evaluated with respect to each criterion. Projects are ranked based upon their total point score, and projects are funded in descending order until available funds have been allocated.

Scoring Criteria:

<i>FY 2005/06 Regional Funds</i>	<i>Points</i>
TFCA Funding Effectiveness	60
Other Project Attributes	15
Clean Air Policies and Programs	10
Disadvantaged Community	10
Promote Alternative Transportation Modes	5
Total	100

Cost-effectiveness, expressed in terms of TFCA dollars per ton of reduced emissions, is the most important criterion for ranking projects. Board-adopted policy requires that all projects must achieve a cost-effectiveness of \$90,000 per ton or less (TFCA dollars per ton of emissions reduced).

Forty percent of the funds generated in each Bay Area county is returned to a designated Program Manager in each county, as mandated by the TFCA enabling legislation. The 40% funds are referred to as “Program Manager Funds.” Program Managers adopt their own criteria to select projects for funding, provided all projects meet basic TFCA eligibility requirements. In some counties, all or a portion of the TFCA Program Manager Funds are allocated by formula as a direct subvention to cities within the county. Each city then selects an eligible project or projects for its share of the Program Manager funds.

Every fiscal year, each Program Manager submits an expenditure program for the allocation of its 40% of the TFCA funds for approval by the Air District Board of Directors. Board-adopted policy requires that each individual project in each Program Manager expenditure program achieve a cost-effectiveness of \$90,000 per ton or less (TFCA dollars per ton).

In calendar year 2005, \$22.1 million in new funding was received from the \$4 surcharge on motor vehicle registrations. Additional funds were available from interest earned on TFCA funds (\$2.0 million) and from prior funded projects that were completed under budget, withdrawn or canceled (\$8.1 million).

Projects Funded by TFCA

In FY 2005/06, the TFCA program awarded \$30.9 million in grants. A total of \$18.1 million in Regional Funds allocations included \$5.7 million for four programs administered by the Air District (Appendix A) and \$12.4 million in grants to other public agencies for 52 projects (Appendix B). Grants totaling \$10.6 million in Program Manager Funds were awarded to implement 64 local projects (Appendix C). Administrative and indirect costs for managing Air District programs, Regional Fund and Program Manager Fund projects totaled \$2.1 million.

The **Vehicle Buy Back** Program, a voluntary program administered by the Air District to scrap older, higher

polluting vehicles, received the largest percentage of funds, 23.8%. Projects to reduce emissions from the heavy-duty fleet, including **Diesel Repowers/Retrofits, Heavy-Duty Clean Fuel Vehicles**, and, **Transit/School Buses**, together received 20.7%. **Trip Reduction/Ridesharing** projects, providing services and incentives to encourage the use of carpools and vanpools, received 12.2% of the total funding. **Shuttle and Feeder Bus** projects, connecting people between home, transit, and work, received 11.5% of the total available funding. **Bicycle Facilities**, including bicycle lanes, paths, routes, lockers and racks, received 8.8% of the total funds. **Arterial Management** projects, including signal timing to smooth traffic flow received 2.7%. A summary of the estimated emission reductions resulting from TFCA projects funded in FY 2005/06 is provided below.

Category	# of FY 2005/06 Projects	FY 2005/06 TFCA\$	% of 05/06 TFCA \$	Emission Reductions, (tons) ⁽²⁾	% of Emission Reductions
Vehicle Buy Back Program	3	\$7,359,121	23.8%	1,152	68.3%
Diesel Repowers/Retrofits	14	\$4,434,370	14.4%	204	12.1%
Trip Reduction/Ridesharing	25	\$3,769,106	12.2%	111	6.6%
Bicycle Facilities	40	\$2,728,581	8.8%	57	3.3%
Shuttle/Feeder Buses	12	\$3,546,177	11.5%	51	3.0%
Smoking Vehicle Program	1	\$832,150	2.7%	31	1.8%
Transit/School Buses	4	\$1,548,840	5.0%	23	1.4%
Smart Growth	7	\$1,423,248	4.6%	22	1.3%
Fuel Substitutes/Infrastructure	3	\$183,798	0.6%	11	0.6%
Arterial Management	4	\$831,000	2.7%	10	0.6%
Heavy-Duty Clean Fuel Vehicles	1	\$400,000	1.3%	5	0.3%
Light-Duty Vehicle Incentives	2	\$605,000	2.0%	5	0.3%
Spare the Air Program	1	\$899,437	2.9%	4	0.2%
Transit Information/Telecommuting	3	\$188,243	0.6%	4	0.2%
Administration	N/A ⁽¹⁾	\$2,130,255	6.9%	N/A	N/A
TOTAL	120	\$30,879,326 ⁽³⁾	100.0%	1,688 ⁽³⁾	100%

N/A= not applicable. No direct emission reductions are attributed to Administration.

(1) The Air District and each of the nine counties have an "Administration" component of their TFCA programs.

(2) Lifetime emission reductions of ROG, NO_x, and PM₁₀ combined.

(3) Total varies due to rounding.

Results

Emission Reductions

Air District staff estimates the emissions reduced over the life of projects that receive TFCA funding. The potential of each project to reduce motor vehicle emissions varies depending upon the type of project, the scale of the project, geographic location and other factors.

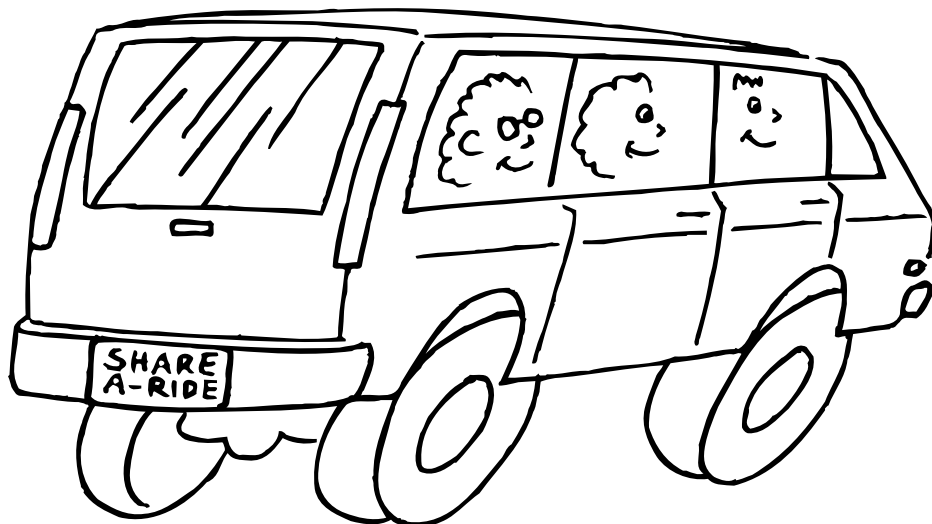
The total lifetime emission reductions expected from the implementation of projects funded by TFCA in FY 2005/06 is 1,688 tons – this represents the sum of ozone precursors (891 tons of ROG and 732 tons of NO_x) and particulate matter (65 tons of PM₁₀). This figure includes 243 tons of emissions reduced from diesel-powered equipment, including TFCA-funded projects to replace heavy-duty diesel engines and to install emission control devices on existing diesel engines. The estimated lifetime emissions of carbon dioxide (CO₂), a greenhouse gas, reduced by the projects funded by TFCA in FY 2005/06 amount to approximately 96,500 tons.

Cost-Effectiveness

The cost-effectiveness of the TFCA program is calculated by dividing the TFCA funds allocated to projects by the projects' estimated lifetime criteria pollutant emissions reductions (ROG, NO_x, and PM₁₀, combined). The result is TFCA dollars per ton of reduced emissions. The aggregate cost-effectiveness for FY 2005/06 TFCA funding allocations is \$18,298 per ton of reduced emissions. This compares to an aggregate cost-effectiveness of \$24,530 per ton of reduced emissions for projects funded by TFCA in the FY 2004/05 cycle.

Projects

Appendices A, B, and C list all the projects that received TFCA funding in FY 2005/06.



APPENDIX A: FY 2005/06 TFCA-Funded Air District Programs

Project #	Sponsor	Project Title	TFCA \$ Awarded
05R00	BAAQMD	Administration	\$1,085,646
05R01	BAAQMD	Smoking Vehicle Program	\$832,150
05R02	BAAQMD	Vehicle Buy Back Program ¹	\$3,438, 492
05R03	BAAQMD	Spare The Air Program	\$899,437
05R04	BAAQMD	Vehicle Incentive Program ²	\$500,000
	BAAQMD	Air District Indirect Costs	\$748,813
		T O T A L : 4 programs	\$7,504,538

¹ Greater than 95% of the funds for the Vehicle Buy Back (VBB) Program (project 05R02) are “pass-through” funds from the Air District to vehicle owners and to contractors who implement the program. The VBB Program budget of \$7,359,121 is comprised of \$3,438,492 from the Air District’s budget, \$2,503,302 from the Alameda County Program Manger expenditure plan (project 05ALA06) and \$1,417,327 from the Santa Clara Valley Program Manager expenditure plan (project 05SC04).

² All funds allocated to the Vehicle Incentive Program (project 05R04) are “pass-through” funds from the Air District to public agencies to acquire eligible light-duty clean air vehicles.

APPENDIX B: FY 2005/06 TFCA Regional Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
05R61	Alameda County CMA	Travel Choice Program	\$135,000
05R20	BART	BART Electronic Bicycle Lockers	\$241,560
05R40	Caltrans District 4	Retrofit 53 Heavy Duty Vehicles	\$911,070
05R43	City of Alameda	New Low-Emission CNG Heavy-Duty Diesel Utility Trucks	\$400,000
05R12	City of Benicia	Bicycle Lockers and Racks for the City of Benicia	\$10,000
05R62	City of Berkeley	Transportation Marketing and Outreach	\$44,216
05R63	City of Berkeley	Shuttle Bus Service - West Berkeley Shuttle	\$20,600
05R18	City of Daly City	Lake Merced Boulevard Bike Lanes	\$60,000
05R19	City of Daly City	Southgate Avenue Bike Lanes	\$50,000
05R74	City of Gilroy	Monterey Streetscape Improvements	\$405,000
05R16	City of Oakland	Lakeshore Avenue Bicycling/Pedestrian Improvements	\$350,000
05R48	City of Palo Alto	Purchase of (2) CNG Street Sweepers	\$136,000
05R31	City of San Francisco	Retrofit 28 HDV in Sunset Scavenger Disposal Refuse Fleet	\$294,000
05R32	City of San Francisco	Retrofit 13 HDV in Golden Gate Disposal Refuse Fleet	\$136,500
05R36	City of San Jose	Heavy Duty Diesel Emission Reduction Technology	\$206,550
05R39	City of San Jose	Retrofit 46 Heavy-Duty Diesel Vehicles	\$483,000
05R60	City of San Leandro	Shuttle Bus Service - San Leandro LINKS	\$63,000
05R23	City of San Rafael	Bicycle Master Plan Implementation Project	\$150,000
05R47	City of San Ramon	CNG Refuse Collection Trucks	\$899,300
05R37	City of South San Francisco	Retrofitting 8 collection Vehicles with Clear Longview Device	\$88,200
05R09	City of Sunnyvale	Evelyn Avenue Bicycle Lane: Phase 2	\$35,900
05R76	City of Vallejo	Vallejo Transit Bus Stop Improvement Project	\$85,000
05R14	County of Alameda	S. Livermore Ave.-Tesla Rd Bicycle Lane Gap Closure	\$165,000
05R13	County of Contra Costa	Bicycle Lockers for the Pleasant Hill BART Station	\$20,400
05R35	County of Contra Costa	Retrofit 21 Heavy-duty Diesel Vehicles	\$262,500
05R07	County of San Francisco	25th Avenue Road Diet	\$80,000
05R38	County of Solano	PM Retrofit of 4 Heavy-Duty Trucks	\$58,000
05R34	East Bay Municipal Utility District	HD Diesel Truck Re-Power	\$60,000
05R75	Golden Gate Bridge, Highway & Transportation District	Golden Gate Bus Stop Improvements	\$36,000
05R08	Golden Gate Park Concourse Authority	Bicycle & Pedestrian Improvements: Golden Gate Park, JFK Drive	\$173,248

APPENDIX B: FY 2005/06 TFCA Regional Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
05R65	Metropolitan Transportation Commission	Regional Rideshare Program	\$1,000,000
05R33	Norman Y Mineta San Jose International Airport	20 CNG Shuttle Buses	\$1,160,000
05R11	Oakland Unified School District	Roosevelt Middle School Bicycle Cage and Racks	\$20,000
05R55	Peninsula Corridor Joint Powers Board	Shuttle Bus Service - Caltrain Stations	\$1,000,000
05R56	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Weekend-Tamien	\$26,442
05R57	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Bus Service - Boradway/Atherton	\$67,735
05R69	Presidio Trust	PresidGo Downtown	\$150,000
05R41	San Francisco International Airport	Purchase of 12 CNG Airport Shuttles	\$326,340
05R44	San Francisco MUNI	Retrofit forty-five (45) Heavy-Duty Buses in the San Francisco MUNI Fleet	\$506,250
05R45	San Francisco MUNI	Retrofit Twelve (12) Heavy-Duty Buses in the San Francisco MUNI Fleet	\$135,000
05R24	San Francisco Municipal Transportation Agency (San Francisco MTA)	BikeInsight - Online Bike Route Mapping Tool	\$200,000
05R25	San Francisco Municipal Transportation Agency (San Francisco MTA)	Broadway Road Diet & Bike Lanes	\$25,300
05R26	San Francisco Municipal Transportation Agency (San Francisco MTA)	Alemanly Blvd. Bike Lanes - Lyell to Bayshore	\$129,500
05R52	San Joaquin Regional Rail Commission	Shuttle Bus Service - Pleasanton ACE and Dublin/Pleasanton BART	\$44,000
05R53	San Joaquin Regional Rail Commission	Shuttle Bus Service - Pleasanton ACE to Stoneridge Business Park	\$44,000
05R54	San Jose State University	Trip Reduction Program	\$100,000
05R50	Santa Clara Valley Transportation Authority	Shuttle Bus Service - ACE Commuter Rail	\$950,000
05R10	University of California, Berkeley	UC Berkeley Bicycle Parking Project	\$47,750
05R22	University of California, San Francisco	UCSF Bike Fleet Network	\$25,000
05R30	Vallejo City Unified School District	One CNG School Bus	\$12,500
05R17	West Contra Costa Transportation Advisory Committee	Bicycle Cage Parking Facilities, Racks and Lockers for West Contra Costa County	\$147,500
05R49	West County Transportation Agency	Repower 12 existing diesel buses with cleaner diesel	\$258,000
		T O T A L : 52 projects	\$12,435,361

APPENDIX C: FY 2005/06 TFCA Program Manager Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
05ALA01	BART	Electronic Bike Lockers	\$50,000
05ALA02	City of Berkeley	Citywide Bicycle Parking Program	\$25,000
05ALA03	City of Livermore	Arroyo Mocho Multiuse Trail Extension	\$86,803
05ALA04	Alameda County Congestion Management Agency	E. 14th Street Signal Timing/ Arterial Management Project	\$395,000
05ALA05	City of Union City	Compressed Natural Gas Facility Improvements	\$120,000
05ALA06	Metropolitan Transportation Commission	Vehicle Buy Back Program	\$2,503,302
05CC01	West Contra Costa Transportation Advisory Committee	Bicycle Rack Program - West Contra Costa County	\$23,417
05CC02	City of Lafayette	Lamorinda School Bus Program - 17 school buses	\$50,000
05CC03	ECCTA dba Tri Delta Transit	PuriNOx Alternative Fuel	\$53,798
05CC04	City of San Ramon	South County Employer Network	\$65,000
05CC05	City of San Ramon	South County Carpool to School Program	\$36,450
05CC06	City of San Ramon	Countywide Vanpool Incentive Program	\$70,000
05CC07	City of San Ramon	Countywide Clean Fuel Vehicle Program	\$10,000
05CC08	TRANSPAC/City of Pleasant Hill	Bicycle Rack Project - Central/East Contra Costa	\$25,000
05CC09	TRANSPAC/City of Pleasant Hill	Countywide Carpool Incentive Program	\$175,000
05CC10	TRANSPAC/City of Pleasant Hill	Central/East County Employer Outreach Program	\$120,000
05CC11	TRANSPAC/City of Pleasant Hill	SchoolPool Program	\$204,000
05CC12	TRANSPAC/City of Pleasant Hill	Countywide Transit Incentive Program	\$188,500
05CC13	WCCTAC	Bay Trail Gap Closure - Richmond Parkway	\$47,000
05CC14	WCCTAC	Employer Based Trip Reduction Program	\$89,000
05CC15	WCCTAC	County wide Guaranteed Ride Home Program	\$150,000
05CC16	Contra Costa Transportation Authority	I-80 Corridor Transit Incentive Program	\$66,000
05CC17	WCCTAC	Class 1 Bike Lane - Montalvin Manor/Tara Hills	\$20,000
05MAR01	Bolinas Community Public Utilities District	Class 1 Bike Path - Olema-Bolinas and Mesa Roads	\$40,000
05MAR02	Golden Gate Bridge, Highway & Trans. District	Bike Racks on Golden Gate Transit	\$60,000
05MAR03	Marin County Community Development Agency	Fireside Smart Growth Development	\$200,000
05MAR04	Marin County Transit District	Ride & Roll: Students Ride Free on Golden Gate Transit	\$98,800
05MAR05	City of Novato	Class 1 Bicycle Path - South Novato Boulevard to Enfrente Drive	\$200,000
05MAR06	County of Marin	Video Conference Network	\$67,243
05MAR07	Transportation Authority of Marin	Los Ranchitos Road Class II Bikeway	\$160,000
05NAP01	County of Napa	Conn Creek Class II Bicycle Lane	\$165,000
05NAP02	City of Napa	Seminary Bike Boulevard	\$12,000
05SC01	City of Sunnyvale	Blair Avenue Traffic Calming	\$90,000
05SC02	City of Sunnyvale	Sunnyvale-Saratoga/Mathilda Adaptive Traffic Signal Project	\$315,000
05SC03	Santa Clara Valley Transportation Authority	Light Rail Shuttle Program	\$485,000
05SC04	Metropolitan Transportation Commission	Vehicle Buy Back Program	\$1,417,327
05SF01	BART	Bikestation Embarcadero - O & M	\$37,000
05SF02	County of San Francisco	Bicycle for Gardeners	\$19,000

APPENDIX C: FY 2005/06 TFCA Program Manager Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
05SF03	County of San Francisco	Guaranteed Ride Home Program	\$34,000
05SF04	County of San Francisco	Commuter Benefits Program	\$130,000
05SF05	County of San Francisco	Clean Air Light Duty Vehicle Program	\$105,000
05SF06	County of San Francisco	Telecommute Pilot Project	\$50,000
05SF07	County of San Francisco	Class 2 Bicycle Lane - Bayshore Blvd.	\$14,000
05SF08	County of San Francisco	Class 2 Bicycle Lane - Conservatory Drive East	\$11,000
05SF09	County of San Francisco	Class 2 Bicycle Lane and Path - San Jose Avenue	\$26,000
05SF10	County of San Francisco	Class 2 Bicycle Lane - Townsend Street	\$135,000
05SF11	Presido Trust	Bicycle Locker Project for Presido Transit Ctr.	\$35,000
05SF12	University of California, San Francisco	Shuttle Bus Service - Mission Bay - 16th Street BART	\$71,000
05SF13	University of California, San Francisco	UCSF Secured Bicycle Facility (50 spaces)	\$54,000
05SM01	City of Menlo Park	Mid Day Shuttle	\$40,000
05SM02	Peninsula Traffic Congestion Relief Alliance	Countywide Voluntary Trip Reduction Program	\$430,000
05SM03	SamTrans	SamTrans Shuttle Bus Program	\$605,000
05SOL01	STA's Solano Napa Commuter Information	Rideshare Activities	\$195,000
05SOL02	City of Benicia	Smart Growth - E. 5th Street Corridor	\$125,000
05SOL03	City of Suisun City	McCoy Creek Multi-Use Path	\$35,000
05SOL04	City of Suisun City	Transit Center Pedestrian Access	\$25,000
05SON01	Sonoma County Transit	Windsor Intermodal Facility / Park & Ride	\$34,548
05SON02	Sonoma County Transit	Petaluma Transit Mall	\$153,266
05SON03	Sonoma County Transit	Cotati Intermodal Facility / Park & Ride	\$9,695
05SON04	Sonoma County Transit	Transit Marketing Program	\$71,000
05SON05	City of Sebastopol	Railroad Forest Bike Path	\$55,451
05SON06	City of Santa Rosa	FY 2005-06 Voluntary Trip Reduction Program	\$140,000
05SON07	City of Rohnert Park	Bodway Parkway Bike Lanes	\$40,000
05SON08	City of Santa Rosa	FY 2005-06 Student Bus Pass Subsidy	\$80,031
		SUB-T O T A L: 64 projects	\$10,643,631
	Alameda County CMA	Program Administration Cost	\$33,840
	Contra Costa Transportation Authority	Program Administration Cost	\$67,223
	Transportation Authority of Marin	Program Administration Cost	\$18,108
	Napa County Transportation Planning Agency	Program Administration Cost	\$5,000
	Santa Clara Valley Transportation Authority	Program Administration Cost	\$40,020
	San Francisco County Transportation Authority	Program Administration Cost	\$36,555
	San Mateo C/CAG	Program Administration Cost	\$50,000
	Solano Transportation Authority	Program Administration Cost	\$15,861
	Sonoma County Transportation Authority	Program Administration Cost	\$29,189
		SUB-T O T A L: Admin Costs	\$295,796
		T O T A L	\$10, 939,427