



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

TIM SMITH - CHAIR
TOM BATES
JERRY HILL
PATRICK KWOK
GAYLE B. UILKEMA

JAKE McGOLDRICK – VICE CHAIR
SCOTT HAGGERTY
CAROL KLATT
JOHN SILVA

**THURSDAY
MARCH 29, 2007
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 JANUARY 8, 2007**
4. **PROPOSED REVISIONS TO TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICIES AND EVALUATION CRITERIA FOR FY 2007/2008 AND ESTABLISHMENT OF A BICYCLE FACILITY PROGRAM FOR FY 2007/2008** **J. Roggenkamp/4646**

jroggenkamp@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of 1) proposed revisions to TFCA Policies and Evaluation Criteria to govern allocation of FY 2007/2008 TFCA funds; 2) A Bicycle Facility Program for FY 2007/2008; and 3) set aside \$1,000,000 in TFCA Regional Funds to fund clean-air vehicle advanced demonstration projects.

5. **CARL MOYER PROGRAM GRANT ALLOCATIONS**
Colbourn/5192

J.

jcolborun@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of awarding grants to applicants for the Carl Moyer Program Year9 funding cycles.

6. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) ANNUAL REPORT**
Colbourn/5192

J.

jcolborun@baaqmd.gov

*The Committee will consider recommending Board of Directors' approval of the report titled
Transportation Fund for Clean Air Report on FY 2006/2007 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., Thursday, April 26, 2007 – 939 Ellis Street, San Francisco, CA 94109.

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: February 26, 2007

Re: Mobile Source Committee Draft Minutes

RECOMMENDED ACTION:

Approve attached draft minutes of the Mobile Source Committee meeting of January 8, 2007.

DISCUSSION

Attached for your review and approval are the draft minutes of the January 8, 2007, 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, January 8, 2007

1. **Call to Order – Roll Call:** Chairperson Tim Smith called the meeting to order at 9:32 a.m.

Present: Tim Smith, Chairperson; Tom Bates (9:41 a.m.), Jerry Hill, Carol Klatt, Jake McGoldrick, Michael Shimansky, John Silva, Pamela Torliatt (9:35 a.m.).

Absent: Scott Haggerty.

Also Present: Mark Ross, Gayle B. Uilkema.
2. **Public Comment Period:** There were none.
3. **Approval of Minutes of November 20, 2006:** Director Shimansky moved approval of the minutes; seconded by Director Hill; carried unanimously without objection.
4. **Report of the Performance Review of Selected Transportation Fund for Clean Air (TFCA)**
Project Types: *A staff member from ICF International presented a report on the performance review of selected TFCA project types.*

Jack Colbourn, Director of Outreach and Incentives, introduced Jeffrey Ang-Olson of ICF International. Jack Broadbent, Executive Officer/APCO, stated that approximately one year ago, the Committee directed staff to perform a review of selected TFCA project types. The results of this review were presented to the Committee.

Director Pamela Torliatt arrived at 9:35 a.m.

Mr. Ang-Olson then presented the report and stated that the objective of the study was to independently evaluate the emission reduction cost-effectiveness of certain types of projects funded by the TFCA program. Projects that were evaluated included ridesharing projects, bicycle projects, pedestrian projects, and arterial traffic management projects. Mr. Ang-Olson summarized the cost effectiveness of the evaluated projects and noted that the median cost-effectiveness was less than \$90,000.00.

Mr. Ang-Olson provided a summary of recommendations based on the study results. The major recommendation is that project sponsors should not be required to conduct post-project user surveys

or collect project usage counts. Specific recommendations are summarized in Table 2 of the ICF International Performance Review document.

Director Tom Bates arrived at 9:41 a.m.

The Committee discussed the recommendations. Staff noted that Mr. Ang-Olson met with the Congestion Management Agency (CMA) program managers about the results of the report.

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

5. **Staff Response to the Results of the Performance Review of Selected Transportation Fund for Clean Air (TFCA) Project Types:** *Staff reported to the Committee on the recommended actions that the Air District could take based on results of the TFCA performance review and related input obtained from the CMAs and other interested parties.*

Joseph Steinberger, Principal Environmental Planner, provided the staff response to the performance review, summarized the findings and reviewed several options. Staff recommends continued funding of all project types included in the TFCA performance review. Staff will establish a streamlined program for some specific project types with funding caps and default values for evaluating projects. In addition, staff will continue to research improved methodologies for evaluating the cost effectiveness and emission reductions achieved by project types that are eligible for TFCA funding.

Ms. Roggenkamp noted that State law dictates that the Air District look at the cost-effectiveness of a project. The Air Districts must be sure it is funding project types that reduce emissions and are cost-effective. There was brief discussion on the possibility of setting aside some funds for special projects and the issue of flexible funding caps.

Speaker: Peter Engel
Contra Costa Transportation Authority
Pleasant Hill, CA 94523

Committee Action: Director Bates moved that the Committee recommend Board of Directors' approval of the staff recommendations; seconded by Director Torliatt; carried unanimously without objection.

6. **Proposed Revisions to Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies for FY 2007/2008:** *The Committee considered recommending Board of Directors' approval of proposed revisions to TFCA County Program Manager Fund policies to govern allocation of FY 2007/2008 TFCA funds.*

David Wiley, Supervising Environmental Planner, reviewed the proposed revisions to the TFCA County Program Manager Fund policies for fiscal year 2007/2008. Mr. Wiley discussed the substantive changes in proposed policies #2, #4, #8, #10, #16, #20, #23, and former policy #25. Staff recommended that the Committee recommend Board of Directors' approval of the proposed fiscal year 2007/2008 TFCA County Program Manager Fund policies, as presented in Attachment A of the staff report.

Speakers: Maria Lombardo
SF County Transportation Authority
San Francisco, CA 94102

Marcella Rensi
Santa Clara Valley Transportation Authority (VTA)
San Jose, CA 95134

Committee Action: Director McGoldrick moved the staff recommendations; seconded by Director Silva; carried unanimously without objection.

7. **Committee Member Comments/Other Business:** There were none.
8. **Time and Place of Next Meeting:** At the Call of the Chair.
9. **Adjournment:** The meeting adjourned at 10:48 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: March 22, 2007

Re: Proposed Transportation Fund for Clean Air Regional Fund Policies
and Evaluation Criteria for Fiscal Year 2007/2008, Proposed Bicycle
Facility Program Guidelines for Fiscal Year 2007/2008, and Proposed
Allocation for Advanced Technology Demonstration Projects

RECOMMENDED ACTIONS

Consider recommending Board of Directors' approval of the following:

- 1) A Bicycle Facility Program for Fiscal Year (FY) 2007/2008, including the allocation of \$600,000 in Transportation Fund for Clean Air (TFCA) Regional Funds, and the proposed Bicycle Facility Program Guidelines presented in Attachment A;
- 2) The proposed Fiscal Year 2007/2008 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment B; and
- 3) The allocation of \$1,000,000 in TFCA Regional Funds to clean-air vehicle advanced technology demonstration projects that meet the Fiscal Year 2007/2008 TFCA Regional Fund Policies.

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.

On January 17, 2007, the Board of Directors approved a recommendation from the Mobile Source Committee to have staff "establish a streamlined program for some specific project types with funding caps and default values for evaluating projects."

On February 26, 2007, Air District staff issued a request for comments both on proposed guidelines for a new Bicycle Facility Program (BFP) for FY 2007/2008, and on proposed TFCA Regional Fund policies and evaluation criteria for FY 2007/2008. The deadline for interested parties to submit comments was March 9, 2007. Thirteen 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 C.

DISCUSSION

The discussion below addresses the proposed BFP first, the proposed TFCA Regional Fund policies and evaluation criteria second, and, lastly, the proposed TFCA Regional Fund allocation to advanced technology demonstration projects.

Bicycle Facility Program

The proposed BFP is responsive to the Board's direction to establish a streamlined program with funding caps and default values for evaluating certain project types eligible for TFCA funding. The recommended funding amount of \$600,000 is consistent with annual funding levels awarded from the TFCA Regional Fund to successful bicycle facility projects over the past five years. If approved by the Board, the BFP would be funded by the TFCA Regional Fund. (Bicycle projects would no longer be funded through the general Regional Fund Call for Projects, so policies regarding bicycles are proposed to be deleted from the TFCA Regional Fund policies and evaluation criteria, as described below.) The proposed FY 2007/2008 Bicycle Facility Program Guidelines are provided in Attachment A.

The main proposed BFP guidelines include the following (all references below apply to the proposed BFP Guidelines for FY 2007/2008):

- Guideline #1, *Purpose*, would state the program purpose—the reduction of emissions from mobile sources via streamlined processes that are cost-effective in both air-quality and administrative terms.
- Guideline #3, *Eligible Recipients*, would include only public agencies located within the Air District's jurisdiction.
- Guideline #4, *Minimum and Maximum Funding Amounts*, would set a minimum grant request/award of \$10,000 per project and a maximum of no more than 35% of available BFP funds per project in each funding cycle.
- Guideline # 14, *Eligible Bicycle Facility Projects*, would include as eligible project types new Class-1 bicycle paths, Class-2 bicycle lanes, Class-3 bicycle routes, bicycle lockers, bicycle racks, bicycle racks on vehicles, and secure bicycle parking. This guideline would also establish criteria specific for certain project types, to ensure that funded projects achieve emission reductions.
- Guideline #15, *Grant Amounts*, would set for each eligible project type a rate of dollars per project element (e.g., mile or locker), based on historical TFCA funding levels for cost-effective bicycle facility projects, the TFCA literature review and performance review, and stakeholder input.

Air District staff anticipates making grant awards to eligible projects on a first-come, first-served basis, similar to the Air District's Vehicle Incentive Program, and, in general, to reimburse costs upon project completion.

TFCA Regional Fund Policies and Evaluation Criteria for FY 2007/2008

Most of the TFCA Regional Fund Policies and Evaluation Criteria for FY 2007/2008 are proposed to remain unchanged. Among the proposed revisions are editorial changes to provide more clarity, as well as substantive changes to align policies with the TFCA County Program Manager Fund policies (approved by the Board on January 17, 2007), to update the evaluation criterion regarding sensitive and particulate-matter impacted communities, and to remove the policy on bicycle projects (as described above). The proposed TFCA Regional Fund Policies and Evaluation Criteria for FY 2007/2008 are provided in Attachment B.

The following is a summary of the proposed major changes to the TFCA Regional Fund Policies and Evaluation Criteria (all references below apply to the proposed TFCA Regional Fund Policies and Evaluation Criteria for FY 2007/2008):

- Policy #12, regarding certain operating costs, would make these costs eligible for funding for up to two years.
- Policy #16, *Signed Funding Agreement*, would clarify that only a fully executed funding agreement constitutes a final approval and obligation for the Air District to fund a project.
- Policy #17, *Implementation*, would state that project sponsors that are currently out of compliance with the terms of an existing TFCA funding agreement, including operational and notification requirements in force for the full term of the agreement, may be ineligible for a future TFCA Regional Fund grant award.
- Policy #18, *Payments*, would formalize a new policy establishing requirements for payments related to a grant award, including that costs incurred prior to the execution of a funding agreement would not be reimbursed.
- The policy on *Clean Air Vehicle Infrastructure* (former Policy #27) would be deleted, in light of legislative provisions for a cost-effectiveness criterion that all projects funded by the TFCA program must meet.
- Policy #24, *Light-Duty Clean Air Vehicles*, would make public agencies eligible to receive TFCA Regional Funds for light-duty vehicle projects.
- Policy #28, *Advanced Technology Demonstration Projects*, is proposed to be added to address advanced vehicle-based technologies that have not been approved by the California Air Resources Board. Such projects would be subject to the TFCA cost-effectiveness requirement.
- Policy #29, *Bicycle Projects*, would be deleted. The Air District is proposing a separate program for such projects (as discussed above). Smart growth projects

with a bicycle facility component could still earn points under the Regional Fund Evaluation Criteria for the bicycle facility component of such projects.

- Evaluation Criterion #5 would be revised to rely on the Air District's Community Air Risk Evaluation (CARE) Program for the identification of communities with both high particulate matter emissions and sensitive populations.

Allocation of TFCA Regional Funds to Clean-Air Vehicle Advanced Technology Demonstration Projects

The proposed allocation of \$1,000,000 in TFCA Regional Funds to clean air-vehicle advanced technology demonstration projects responds to an interest on the part of members of the Board of Directors and Air District staff. The interest is in investing in projects that demonstrate advanced technologies that have the potential to, with further development, reduce motor vehicle emissions in the Bay Area more effectively than technologies currently in use. These funds could also be used for transit buses in recognition of those transit operators that chose the alternative fuel path under the CARB Urban Transit Bus Rule. The recommendation would essentially set aside these funds for projects that meet proposed TFCA Regional Fund Policy 28, *Advanced Technology Demonstration Projects*, and transit buses under Policy 25, *Heavy-Duty Clean Air Vehicles*, and other applicable TFCA Regional Fund policies. Such projects would still have to meet the cost-effectiveness criterion, among other requirements, but would compete only with other eligible demonstration projects.

BUDGET CONSIDERATION/FINANCIAL IMPACT

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

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: David Wiley
Reviewed by: Jack M. Colbourn

Attachments

ATTACHMENT A

PROPOSED BICYCLE FACILITY PROGRAM GUIDELINES FOR FISCAL YEAR 2007/2008

The following guidelines apply only to the **Bicycle Facility Program** (BFP). Each guideline applies to the project type(s) listed immediately following that guideline. “Bikeways” refers to Class-1 bicycle paths, Class-2 bicycle lanes, and Class-3 bicycle routes; “Racks/Lockers” refers to bicycle racks (including those on vehicles and vessels), bicycle lockers, and secure bicycle parking.

GENERAL

1. **Purpose:** The purpose of the BFP is to reduce emissions from mobile sources by contributing Air District funding for the implementation of bicycle facilities in the Bay Area, via streamlined processes that are cost-effective in both air-quality and administrative terms. (Bikeways; Racks/Lockers)

BASIC ELIGIBILITY

2. **Reduction of Emissions:** A project must result in the cost-effective reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for BFP funding. Projects that are subject to emission reduction regulations or other legally binding obligations must achieve surplus emission reductions to be considered for funding by the BFP. Surplus emission reductions are those that exceed the requirements of applicable regulations or other legally binding obligations at the time the Air District 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 BFP funding. (Bikeways; Racks/Lockers)
3. **Eligible Recipients:** Only public agencies located within the jurisdiction of the Air District are eligible for BFP grants. Eligible grant recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. (Bikeways; Racks/Lockers)
4. **Minimum and Maximum Funding Amounts:** Only projects requesting \$10,000 or more in BFP funds will be considered for funding. No single project may receive more than 35 percent (35%) of the funds available for the BFP in any given funding cycle. (Bikeways; Racks/Lockers)
5. **Readiness:** A project will be considered for BFP funding only if the project would commence in calendar year 2008 or sooner. For purposes of this policy, “commence” means to begin delivery of the service or product provided by the project, or to award a construction contract. (Bikeways; Racks/Lockers)

APPLICANT IN GOOD STANDING

6. **Monitoring and Reporting:** Project sponsors who have failed to fulfill monitoring and reporting requirements for any previously funded Transportation Fund for Clean Air (TFCA) Regional Fund, TFCA County Program Manager Fund, or BFP project will not

be considered for new funding for the current funding cycle, and until such time as the unfulfilled obligations are met. (Bikeways; Racks/Lockers)

7. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded or BFP-funded project will be excluded from future funding for five (5) years, or for a different period of time determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA and BFP funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA or BFP funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement. (Bikeways; Racks/Lockers)
8. **Signed Funding Agreement:** All grant recipients shall enter into a funding agreement with the Air District as a written, binding agreement to implement the approved project. Only a fully executed funding agreement (i.e., signed by both the Air District and the project sponsor) constitutes a final approval and obligation on the part of the Air District to fund a project. Project sponsors must sign a funding agreement within two months from the date it has been transmitted to them in order to remain eligible for the awarded BFP grant; the Air District may authorize extensions for just cause. Project applications will not be considered from project sponsors who were awarded TFCA or BFP grants in a previous year and have not signed a funding agreement with the Air District by the current application deadline. (Bikeways)
9. **Payments:** No payment requests associated with the implementation of a BFP project will be processed if: a) the funding agreement or voucher for the project has not been fully and properly executed, b) the costs in the payment request were incurred before the date that the funding agreement or voucher was executed, or c) the project is no longer eligible for BFP funding (e.g., due to additional information becoming available after initial Air District approval of the grant award). (Bikeways; Racks/Lockers)
10. **Implementation:** Project sponsors that have a signed funding agreement for a prior TFCA-funded or BFP-funded project, but have not yet implemented that project by the current application deadline will not be considered for funding for any new BFP 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. (Bikeways)

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing Air District-funded projects and, therefore, do not achieve additional emission reductions will not be considered for funding. (Bikeways; Racks/Lockers)

USE OF BFP FUNDS

12. **Ineligible Costs:** Costs for maintenance, repairs, upgrades, rehabilitation, operations (e.g., for a bikestation), and developing grant applications for BFP funding are not eligible to be reimbursed with BFP funds. Administrative costs are not eligible for reimbursement with BFP funds. Administrative costs include costs associated with entering into a funding agreement, accounting for BFP funds, and fulfilling reporting and

record-keeping requirements specified in a BFP funding agreement or voucher. (Bikeways; Racks/Lockers)

- 13. Deadline to Expend Funds:** Any project sponsor awarded a BFP grant for the implementation of a bikeway project must expend the funds awarded within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) requested by the project sponsor and approved in advance by the Air District. (Bikeways)

Any project sponsor awarded a BFP grant for the implementation of a bicycle rack/locker project must expend the funds awarded according to the implementation schedule specified in the BFP grant documentation. (Racks/Lockers)

PROJECT-SPECIFIC REQUIREMENTS AND GUIDELINES

- 14. Eligible Bicycle Facility Projects:**

New bicycle facility projects that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), or the Metropolitan Transportation Commission’s Regional Bicycle Plan are eligible to receive BFP funds. For purposes of this policy, a written statement of intent from the responsible Congestion Management Agency to include the project in the next update of the CMP may substitute for inclusion in the county’s 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; and e) secure bicycle parking; and e) bicycle lockers. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual. Costs for design, engineering, installation, and preparation for required environmental review documents that directly support implementation of a project are eligible for BFP funding. (Bikeways; Racks/Lockers)

Bikeway projects must reduce vehicle trips made for utilitarian purposes, such as work/school commuting. Bikeways must be within one-half mile of at least three major activity centers (e.g., transit stations, office complexes, schools), or provide a gap closure in a system that already services major activity centers. Infrastructure and gap closure projects (e.g., bridges over roadways) may apply for TFCA funding under the Smart Growth project type, as well as for BFP funding under Guideline #15. (Bikeways)

Each bicycle rack and locker project must serve an activity center (e.g., transit station, office building, school). (Racks/Lockers)

- 15. Grant Amounts:** The Air District has determined that the project types and funding levels set forth below meet the TFCA cost-effectiveness (i.e., funding effectiveness) of \$90,000 of BFP funds per ton (\$/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. The grant amounts set forth below are not necessarily intended to pay the full cost of project implementation. (Bikeways; Racks/Lockers)

Project Type	Grant Amount
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Project Type	Grant Amount
Class-1 Bicycle Path	\$115,000 per mile of path
Class-2 Bicycle Lane – Continuous Construction	\$85,000 per mile of roadway
Class-2 Bicycle Lane – Standard	\$30,000 per mile of roadway
Class-3 Bicycle Route	\$15,000 per mile of route
Bicycle Locker(s) – Electronic	\$2,500 per locker
Bicycle Locker(s) – Mechanical	\$900 per locker
Bicycle Rack(s)	\$60 per bicycle accommodated
Bicycle Rack(s) on Vehicles	\$750 per rack
Secure Bicycle Parking	\$130 per bicycle accommodated

Class-2 Bicycle Lane grant amounts are for two lanes on a roadway; a single bike lane would qualify for only one-half the stated amount. A Class-2 Bicycle Lane – Continuous Construction project must entail physical improvements (e.g., non-maintenance paving or the widening of a roadway shoulder) continuously over the length of the segment. Class-2 Bicycle Lane – Standard projects include projects other than Continuous Construction, such as striping, marking and loop detectors. Grant amounts for Continuous Construction and Standard Class-2 Bicycle Lanes cannot be combined for the same segment. Secure bicycle parking includes bicycle cages and the capital costs of bicycle parking at bikestations. (Bikeways; Racks/Lockers)

ATTACHMENT B

PROPOSED TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FY 2007/08

The following policies apply only to the Transportation Fund for Clean Air (TFCA) Regional Fund.

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, contracts, or other legally binding 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 legally binding obligations at the time the Air District Board of Directors 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 of Directors will not approve any grant application for TFCA Regional Funds for a project that has: a) a TFCA cost-effectiveness (i.e., funding-effectiveness) level greater than \$90,000 of TFCA funds per ton (\$/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; or 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 the 2007 TFCA Regional Fund Application 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 clearly identify sufficient resources to complete the respective project. Grant 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:** Public agencies and non-public entities are eligible for TFCA grants. Eligible grant recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. Non-public entities are only eligible for TFCA grants to implement clean air vehicle projects to reduce mobile source emissions within the Air District's jurisdiction for the duration of the useful life of the reduced emission equipment, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstration projects. Only public agencies, including public agencies

applying on behalf of non-public entities, are eligible for TFCA grants for light-duty vehicles.

6. **Public Agencies Applying on Behalf of Non-Public Entities:** A public agency may apply for TFCA Regional Fund grants for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA Regional 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 reduced emission equipment within the Air District's jurisdiction for the duration of the project life of the equipment as stated in the funding agreement between the Air District and the grant recipient.
7. **Matching Funds:** The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured. For grant applications requesting greater than \$150,000 in TFCA Regional Funds, project sponsors must provide matching funds from non-Air District sources, which equal or exceed 10% of the total project cost. TFCA County Program Manager Funds do not count toward fulfilling the non-Air District matching funds requirement. Grant applications for TFCA Regional Funds of \$150,000 or less may request 100% TFCA funding.
8. **Documentation of Commitment to Implement Project:** TFCA Regional Fund grant applications must include either: a) 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.), or b) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, Board of Directors, etc.) authorizing the submittal of the application and identifying the individual authorized to submit and carry out the project. If such documentation is not received within thirty (30) calendar days after the grant application submittal deadline, a grant application will be returned to the project sponsor and will not be scored.
9. **Minimum Grant Amount:** Only projects requesting \$10,000 or more in TFCA Regional Funds will be considered for funding.
10. **Maximum Grant Amount:** No single public agency project may receive more than \$1,500,000 in TFCA Regional Funds in any given funding cycle. No single non-public entity may be awarded more than \$500,000 in TFCA Regional Funds, for any number of projects, in any given fiscal year.
11. **Readiness:** A project will be considered for TFCA funding only if the project would commence in calendar year 2008 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 Two Years Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible for TFCA funding for up to two (2) years. Grant applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.
13. **Project Revisions:** If revisions become necessary for a project that has been approved for TFCA funding by the Air District Board of Directors, 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 funding cycle in which the project originally received a grant award. Project revisions initiated by the project sponsor, which significantly change the project before the allocation of funds by the Air District Board of Directors may 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 TFCA fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or a different period of time determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected TFCA audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.
- 16. Signed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the Air District and the project sponsor) constitutes a final approval and obligation on the part of the Air District to fund a project. While the Air District Board of Directors approval of grant awards is necessary for the funding of a project, a Board of Directors approval does not constitute a final obligation on the part of the Air District to fund a project. 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. Grant applications will not be considered from project sponsors who were awarded TFCA grants in a previous funding cycle and have not signed a funding agreement with the Air District by the current TFCA Regional Fund grant 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 TFCA Regional Fund grant application deadline will not be considered for TFCA 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. In addition, project sponsors that are not in compliance with the terms of an existing TFCA funding agreement (e.g., operating the equipment and services for the full term of the agreement, and notifying the Air District of any change in operational status of equipment or service) may not be considered for TFCA funding for any new project.
- 18. Payments:** No payment requests associated with the implementation of a project will be processed if: a) the funding agreement for the project has not been fully and properly executed, b) the costs in the payment request were incurred (i.e., an obligation was made to pay funds that cannot be refunded) before the date that the funding agreement was executed, or c) the project is no longer eligible for TFCA funding (e.g., due to additional

information becoming available after grant award approval by the Air District Board of Directors).

INELIGIBLE PROJECTS

- 19. 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.

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 the purpose of calculating the TFCA cost-effectiveness (Regional Fund Evaluation Criterion #1), the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
- 21. Cost of Developing Proposals:** The costs of developing proposals or grant applications 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 the TFCA Regional Fund grant application project budget.
- 23. Expend Funds within Two Years:** Any public agency or non-public entity awarded a TFCA Regional Fund grant must expend the awarded 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 PROJECTS

24. Light-Duty Clean Air Vehicles

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight (GVW) of 10,000 pounds or lighter. Only public agencies, including public agencies applying on behalf of non-public entities, are eligible for TFCA grants for light-duty vehicles. Light-duty chassis vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards are eligible for TFCA funding. Hybrid-electric vehicles that meet the SULEV, PZEV, AT-PZEV, or ZEV standards are eligible for TFCA funding. Gasoline and diesel vehicles are not eligible for TFCA funding.

Funding participation: Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of a clean air vehicle. Incremental cost is the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, the emissions standards. Compliance with the TFCA cost-effectiveness requirement is not waived or altered by this policy.

25. Heavy-Duty Clean Air Vehicles

Eligibility: For TFCA purposes, heavy-duty vehicles are on-road motor vehicles with a 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 regulation, contract or other legally binding obligation.

Funding Participation: Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of the clean air vehicle. This includes public transit agencies that have elected to pursue the “alternative fuel” path under the CARB’s urban transit bus regulation. Incremental cost is the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new diesel counterpart that meets, but does not exceed, the emissions standards. Compliance with the TFCA cost-effectiveness requirement is not waived or altered by this policy.

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1993 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1993 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Project sponsors with model year 1994 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, scrap an existing operational heavy-duty diesel vehicle within their fleet. Emission reductions associated with scrapping an existing operational heavy-duty diesel vehicle will be factored into the calculations of the overall emission reductions for the project. TFCA funds will not cover the costs related to vehicle scrapping.

26. 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 fifteen percent (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 certified 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; and
 - 3) The project sponsor must install the highest level (i.e., 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; and
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.

- d) Replacement of Compressed Natural Gas (CNG) Fuel Tanks – The replacement of CNG fuel tanks will only be considered for projects that achieve surplus emissions via repowers or emission control strategies, described in a) and b) above.

27. 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.

28. Advanced Technology Demonstration Projects: Motor vehicle-based advanced technology demonstration projects (i.e., technologies, motor vehicles and/or emission control devices not authorized by CARB) are eligible for TFCA funding. Advanced technology demonstration projects are subject to the TFCA cost-effectiveness requirement, and grant applications for such projects must include best available data that can be used to estimate the cost-effectiveness of such projects. For motor vehicles, only projects that achieve emissions performance beyond CARB's most stringent adopted regulatory requirements are eligible for funding under this category. For infrastructure projects, only advanced technologies not currently being implemented in the Bay Area qualify for funding.

SHUTTLE/FEEDER BUS SERVICE PROJECTS

29. Shuttle/Feeder Bus Service: Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The service 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 2006/07 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 certified 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) immediately above, are eligible for funding as shuttle/feeder bus service projects.

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.

ARTERIAL MANAGEMENT PROJECTS

- 30. Arterial Management:** Arterial management grant 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 local arterial management projects 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.

BICYCLE PROJECTS (SEE SEPARATE GUIDELINES.)

REGIONAL FUND EVALUATION CRITERIA

In addition to complying with other policies, including achieving a cost effectiveness of no more 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.

FY 2007/2008 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. Sensitive and PM Impacted Communities*	10
Total	100

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

** Only public agencies eligible to receive points

DISCUSSION

- **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 (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 matter (PM)¹ 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			

• **Criterion 2: Greenhouse Gas Emission Reductions (maximum 10 points)**

This criterion is designed to reward projects that will reduce greenhouse gas emissions. It will award a maximum of 10 points (on a sliding scale, 0 - 10 points) for projects that reduce emissions of greenhouse gases, 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. 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 the scale for awarding points.

¹ PM emissions include tailpipe PM, as well as brake particles, tire particles and re-entrained road dust. Consistent with California Air Resources Board 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.

- **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 grant applications have been received and reviewed.

- **Criterion 4: Clean Air Policies and Programs (maximum 10 points)**

The purpose of this criterion is to recognize and encourage the 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.

- **Criterion 5: Sensitive and Particulate Matter (PM) Impacted Communities (maximum 10 points)**

This criterion will award a maximum of 10 points (on a sliding scale, 0-10 points) for projects that directly reduce emissions in communities with both high PM_{2.5} emissions, based on data from the Air District's Community Air Risk Evaluation (CARE) Program, and sensitive populations (i.e., children, seniors, those with low-incomes or elevated asthma rates). Maps that identify these communities are available on the Air District's website. To qualify for points, a project must directly benefit one or more of these communities. The project sponsor must: 1) clearly indicate the community that would benefit from the project; 2) specify the percentage of project resources or services that would be delivered to the identified community; and 3) provide a clear explanation as to how the project would directly benefit residents in that community. The number of points awarded will be based upon the percentage of project resources or services that would directly benefit the community, and the extent to which the project sponsor demonstrates this benefit.

ATTACHMENT C

COMMENTS RECEIVED AND STAFF RESPONSES: DRAFT FY 2007/2008 BICYCLE FACILITY PROGRAM GUIDELINES AND DRAFT FY 2007/2008 TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA

Draft Bicycle Facility Program (BFP) Guidelines

Number Name and Title Agency or Entity	Comments	Staff Response
<p>#1.</p> <p>David Huynh, P.E., Senior Transportation Engineer</p> <p>City of Fremont</p>	<p>a) Under the new draft BFP, a table summarizes the grant amount based on project type (i.e., a Class 3 Bicycle Route project would get \$20,000 per mile of route). It is not clear if the amount stated for each project type in the table is a set fixed amount or a maximum amount.</p> <p>b) Under the new draft BFP, there is a large funding gap between a Class 2 Bike Lane with Construction versus a Class 2 Bike Lane with Striping Only (\$85k versus \$30k, respectively). Given the large funding distinction, the term "Construction" should be defined as to what constitutes "construction" and what type of activity would qualify under this category. Also, if there is "construction" related work only at intermittent segments of a 4 mile Class 2 Bike Lane project, would funding be calculated as 4 x \$85,000 OR does there need to be continuous "construction" related work along the entire 4 mile segment to qualify?</p>	<p>The amounts set forth in the Proposed BFP Guideline #15 are the default values. Applicants may request less than the listed grant amount. Air District staff anticipates that only rarely would applicants request less than the stated grant amount. If the BFP is approved by the Air District Board of Directors, clarification will be provided in the grant application package.</p> <p>Proposed BFP Guideline #15 has been amended to clarify that only projects involving construction (e.g., widening a roadway shoulder) continuously along the length of a Class-2 lane would qualify for the higher grant amount. A project with construction intermittently along the lane would only qualify for the lower amount under Class-2 Bicycle Lane – Standard. Portions of one project could be Class-2 Continuous Construction and portions could be Class-2 Standard. Air District staff will further clarify what constitutes “construction” in the grant application guidance.</p>
<p>#2.</p> <p>Sean Co, Planner/Analyst</p> <p>Metropolitan Transportation Commission</p>	<p>Program Guidelines. Overall, MTC staff is very supportive of the proposed program guidelines.</p> <p>a) Grant Amounts – Please specify that the grant amounts are not intended to cover the total costs of these projects.</p> <p>b) Grant Amounts – Please be explicit that the grant amount of \$60 per bike space for a bicycle rack would amount to \$120 for an inverted U type rack. These types of racks can cost \$150 to \$200 per rack.</p>	<p>Proposed BFP Guideline #15 has been augmented to clarify this point.</p> <p>The Air District will specify in the application package that, under the BFP, the common inverted U-type bicycle rack would be considered to</p>

	<p>A higher reimbursement cost would allow agencies to cover the total cost of the rack.</p> <p>c) Eligible Bicycle Facility Projects – Will funds for design of bicycle facilities or maintenance or rehabilitation of existing facilities be considered?</p> <p>d) Use of BFP Funds – Will ongoing operations of a facility such as a bike station be eligible for reimbursement?</p> <p>e) Eligible Bicycle Facility Projects – If the purchase order includes installation please specify this in the guidelines.</p>	<p>accommodate two bicycles.</p> <p>Proposed BFP Guideline #14 has been modified to clarify that design, engineering, installation, and environmental review costs directly associated with the implementation of a project are eligible for BFP funding.</p> <p>Proposed BFP Guideline #12 has been amended to exclude maintenance, rehabilitation, and operating costs. Maintenance and rehabilitation do not tend to result in additional reduction of trips or emissions. Operating costs for bike stations have not been shown to be very cost-effective.</p> <p>Proposed BFP Guideline #14 now specifies that installation costs are eligible.</p>
<p>#3.</p> <p>Lee Chien Huo, Bay Trail Planner</p> <p>Association of Bay Area Governments</p>	<p>On behalf of the Bay Trail project, I would like to commend the Bay Area Air Quality Management District for its progressive efforts to create a grant program specific to bicycle facilities under the TFCA program . . .</p> <p>a) [W]e would request that the Bicycle Facility Program (BFP) Grant be made available for bicycle facilities projects that provide for regional commute and travel as well as local bicycle trips. To accommodate this, we would recommend that the eligibility criteria for the BFP Grants be opened to the bicycle facilities proposed and identified within regional bicycle plans and not just county bicycle plans. Examples of such regional plans include the Metropolitan Transportation Commission's Regional Bicycle Plan and the Bay Trail Plan. Both of these plans have identified bicycle facility alignments that provide corridors for travel between and across communities within the nine Bay Area counties. The Bay Trail itself will loop around all nine Bay Area counties and provide connections between 47 cities.</p> <p>b) We would also request that any bicycle facilities project identified within the regional plans be made eligible for BFP Grants without being limited to the criteria of being within 1/2 mile of an activity center. Part of the function of these regional bicycle systems is to provide longer-distance connections between activity centers and communities.</p>	<p>Proposed BFP Guideline #14 has been changed so that projects included in the Metropolitan Transportation Commission's (MTC's) Regional Bicycle Plan would be eligible for BFP funding. As the Bay Trail is referenced in MTC's Regional Bicycle Plan, there is not a need to identify it specifically in the guidelines.</p> <p>Air District staff believes that it is important to maintain the major activity center requirement in proposed Guideline #14, to ensure that a funded bikeway will encourage bicycling for utilitarian purposes and, thereby, reduce motor vehicle trips,</p>

		rather than primarily support recreational uses.
<p>#4</p> <p>Matt Todd, Manager of Programming</p> <p>Alameda County Congestion Management Agency</p>	<p>a) The program guidelines in general seem very specific, assigning specific grant amounts to specific facilities can be made for items such as bicycle lockers and racks. A policy that provides more flexibility allows sponsors the ability to submit the range of bicycle projects that are currently being implemented in the diverse conditions of the BAAQMD region. Project costs vary depending upon the existing conditions, a bicycle path in two areas can have vastly differing costs depending upon the context, i.e., urban, suburban or rural.</p> <p>b) We request the Air District consider increasing the portion of the Regional TFCA Program dedicated to the BFP. We understand that about \$600,000 (or 6%) of the total Regional program will be dedicated to the BFP.</p> <p>b) Please clarify if the BFP funds are only eligible for construction of bicycle facilities? Are the funds flexible enough to cover design and engineering of such facilities? We request that design and engineering costs being considered an eligible expense.</p> <p>c) It is clear that fixed costs are being applied to items such as bicycle lockers and racks via a voucher/purchase order system. Will the BFP funds be eligible to also cover the cost of installation for such items? The funds should be as flexible as possible in the realm of bicycle facility projects.</p> <p>d) Please consider the use of these funds for ongoing 'operations' of bicycle parking stations.</p>	<p>Although Air District staff acknowledges that costs and benefits for similar projects can vary widely depending on various factors, it is responding to Board of Directors direction regarding default values and streamlined programs. Staff notes that similar grant amounts typically have not covered all bicycle project costs in the past, and are not intended to do so in the future.</p> <p>The recommended annual funding level is based on historical data from TFCA Regional Fund awards in recent years.</p> <p>As noted in response to comment #2.c., the BFP Guideline #14 has been amended to specify that certain design and engineering costs are eligible for BFP funding.</p> <p>As noted in response to comment #2.c., the BFP Guideline #14 has been amended to specify that installation costs are eligible for BFP funding.</p> <p>As noted in response to comment #2.d., the proposed BFP Guideline #12 has been amended to exclude operating costs.</p>
<p>#5</p> <p>Rochelle Wheeler, Bicycle and Pedestrian Coordinator</p> <p>Alameda County Transportation Improvement Authority</p>	<p>Draft Bicycle Facility Program Summary</p> <p>a) Purpose: Without having attended your workshop, it is unclear why this new separate bicycle program has been proposed. While I understand and appreciate the goal to create a streamlined program, it would be useful to see a more detailed explanation for creating a separate program with a specific funding set-aside.</p> <p>b) Available Funds: It seems unfair to have a funding set-aside for only one category of funds. Why is this proposed? The amount proposed is also very low – only about 6% of the entire regional TFCA amount. If bicycle projects are cost-effective at reducing</p>	<p>The rationale for the proposed BFP is described in the staff report to which this document is attached. See also response to comment #4.a., above.</p> <p>Please see response immediately above. In addition, regarding the amount of annual funding, Air District staff will consider factors such as historic funding amounts and</p>

	<p>emissions, and there is a great demand for them, why not fund them at a higher level? It is also unclear how the funding amount will be determined.</p> <p>c) Award: Determining projects to fund based on a first-come, first-served basis does not seem appropriate for a program that will surely be heavily over-subscribed. Are there not some other criteria that could be used, such as demand or geographic equity? If not, then having a clear deadline for submittals, and then picking projects via lottery would be slightly fairer to all interested applicants.</p> <p>d) The timeline for using the BFP vouchers should take into consideration that purchasing and installing lockers is often much more time intensive than racks.</p> <p>Draft Bicycle Facility Program Guidelines</p> <p>e) The information contained under the “Summary of the BFP process” is not included in the Program Guidelines – is this intentional? These seem like crucial program details.</p> <p>f) It would be useful to applicants to have a clear definition of “secure bicycle parking.”</p> <p>g) Are there any reporting requirements for the funded projects?</p> <p>h) How will this policy impact the Program Managers Fund?</p>	<p>percentages, cost-effectiveness, and demand for eligible projects in formulating its recommendation for the Mobile Source Committee and Board of Directors.</p> <p>Air District staff still support a first-come, first-served basis for grant award, and notes that the grant amounts and criteria for each project type will temper demand. Staff will explore options for accepting grant applications and awarding grants to address fairness and logistical concerns.</p> <p>The timeline for purchasing and installing racks and lockers is not part of the proposed guidelines. Air District staff is considering options, including reimbursing costs upon project completion coupled with longer timelines.</p> <p>As with the policies that govern the TFCA County Program Manager Fund and the TFCA Regional Fund, the proposed BFP guidelines are intended to establish general requirements and parameters of the BFP. If the BFP is approved by the Board, the details of process and administration would be addressed in an application package, a funding agreement, voucher and other program documents.</p> <p>Proposed BFP Guideline #15 has been changed to specify that secure bicycle parking includes bicycle cages and the capital costs of bicycle parking at bikestations.</p> <p>Reporting requirements will be specified in the project-specific documents, but, in general, are intended to be much less stringent than those for previous TFCA-funded bicycle facility projects.</p> <p>No changes are currently proposed to the TFCA County Program Manager</p>
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	<p>i) There continues to be a strong need for funding to operate BikeStations, whether attended or not. The Air District should consider including a grant amount, similar to the other bicycle facility projects, for BikeStations.</p> <p>j) #8 Signed Funding Agreement – It appears that the 30 day stated deadline to sign a funding agreement is different than what is shown in the Program Summary (where it states 2 months).</p> <p>k) #10 Implementation – the definition of “implemented that project” is still quite vague.</p> <p>l) #12 Ineligible Costs – Please include the definition of administrative costs.</p> <p>m) #14 Eligible Bicycle Facility Projects – Will “Class – 3 bicycle routes” be interpreted broadly to include other facilities like bicycle boulevards?</p> <p>n) Why are bicycle bridges, overcrossings, and undercrossings not included in the BFP program, and rather under Smart Growth? These facilities can be key to bicycle commute routes and should be included.</p> <p>o) What about other improvements, such as new bicycle detector loops, signal adjustments, new traffic signals, and other improvements that create an attractive and highly used bicycle facility? Will these be funded?</p> <p>p) Also – the definition of “activity centers” and “major activity centers” should be further defined to ensure that applicants understand what is included and what is not.</p>	<p>Fund policies; bicycle facility projects are proposed to be deleted from the policies for the TFCA Regional Fund.</p> <p>As stated above in response to comment 2.d., Proposed BFP Guideline #12 has been amended to exclude operating costs, based on cost-effectiveness.</p> <p>The proposed time for a project sponsor to return a signed funding agreement has been standardized at two months.</p> <p>The subject definition refers to the project funding agreement, which will include specific milestones with completion dates and provide a concrete and specific basis for a determination of the implementation status.</p> <p>Proposed BFP Guideline #12 has been amended to set forth specific costs which would be considered administrative costs.</p> <p>A typical bicycle boulevard would be included in the definition of a Class-3 bicycle route.</p> <p>Bicycle bridges, overcrossings, and undercrossings would be eligible under the proposed BFP as well as the TFCA smart growth policy (TFCA Regional Fund Policy #31), although Air District staff acknowledges that a streamlined program with default values might not fully account for the impact of such gap closure projects.</p> <p>These costs are eligible as part of a larger bicycle facility project. No additional funds will be awarded for these improvements.</p> <p>If the BFP Guidelines are approved by the Board, Air District staff plans to define these terms in the BFP grant application package.</p>
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	<p>q) #15 Grant Amount – Please define the difference between bike lane “construction” and “striping only.”</p> <p>r) While it is understood that the grant amounts were determined based on TFCA cost-effectiveness, they are, in general, substantially lower than the actual cost of implementing the stated improvement.</p> <p>s) Are all phases of construction included (such as design and engineering of bikeways and installation of racks/lockers).</p>	<p>Proposed BFP Guideline #15 has been augmented to distinguish among Class-2 bicycle lane projects. See response to comment #1.b.</p> <p>Please see response to comment #4.a.</p> <p>Please see responses to comments #2.c. and #2.e.</p>
<p>#6</p> <p>Susan R. Klassen, Deputy Director - Transportation/ Operations</p> <p>Sonoma County Dept. of Transportation and Public Works</p>	<p>a) On page 3 of the Draft Bicycle Facility Program Guidelines under Section #15, it indicates that Class 2 Bicycle Lane Construction would be capped at \$85,000 per mile of lane. Clarification is requested regarding whether this means that the \$85,000 will be provided for constructing bicycle lanes for one mile on one side of the road or on both sides of the road.</p> <p>b) Also, capping the amount of available funding at \$85,000 per mile lane does not accurately reflect the current cost of road construction in the San Francisco Bay Area. Instead of capping the funding at \$85,000 per mile lane, please consider funding a percentage of the total cost of constructing bicycle lanes. The scope of construction for bicycle lanes varies widely and should be considered on a case by case basis. New bicycle lanes in a rural area that requires drainage improvements or a wider shoulder are much more expensive than constructing shoulders on a roadway located in a more urbanized area that may already have a partial shoulder and requires no drainage improvements.</p>	<p>Proposed BFP Guideline #15 now clarifies that the bicycle lane grant amounts are for both sides of the roadway. An eligible project with a bicycle lane only on one side of a roadway would be eligible for half the BFP funding.</p> <p>Air District staff acknowledges that costs vary significantly within one project type, but believes that using default grant amounts, versus default percentages of projects, addresses both cost-effectiveness and administrative efficiency.</p>
<p>#7</p> <p>Marcella M. Rensi, Manager, Programming and Grants</p> <p>Santa Clara Valley Transportation Authority</p>	<p>Staff applauds and strongly supports BAAQMD’s willingness to experiment with a new, very streamlined process for bicycle projects. Staff is particularly intrigued by application of the first-come-first-serve aspect to bicycle projects. It has worked very well for the VIP program. The grant amounts may be low despite the fact that they are based on BAAQMD’s prior experiences. However the best way to determine this is probably to go forward with the program, and refine it as needed next year.</p>	<p>Air District staff appreciates the input.</p>
<p>#8</p> <p>Jason Patton, Bicycle and Pedestrian Program Manager</p>	<p>Draft BFP Guidelines</p> <p>a) Applicant in Good Standing (#6 Monitoring and Reporting; #7 Failed Audit): Will the Air District provide current information to jurisdictions on whether or not they have failed to fulfill monitoring</p>	<p>Air District staff currently issue letters well before grant application deadlines to TFCA Regional Fund project sponsors that are delinquent</p>

<p>Public Works Agency, City of Oakland</p>	<p>and reporting requirements and/or failed a fiscal audit? For agency staff within large jurisdictions – such as Oakland – it would be helpful for the Air District to provide information on eligibility directly to potential applicants.</p> <p>b) Applicant in Good Standing (#9 Payments): Please provide clarification on “c) the project is no longer eligible for BFP funding...” Is this meant to apply to funding agreements that have been fully and properly executed? On what basis would such a funding agreement be revoked?</p> <p>c) Use of BFP Funds (#12 Ineligible Costs): Please provide clarification on “administrative costs.” This exclusion might include the time to review the funding agreement and process reimbursement requests. However, staff time for managing and implementing the projects should be considered for eligibility.</p> <p>d) Grant Amounts: Please provide an explanation on the scope of “Class-2 Bicycle Lane – Construction” versus “Class-2 Bicycle Lane – Striping Only.” Is your intent that “Construction” refers to road widening projects whereas “Striping Only” is for projects within the existing pavement? Also provide an explanation of “Secure Bicycle Parking” and how it differs from the bicycle lockers and bicycle racks included in the list of project types. If you are referring to bicycle cages, please make that explicit. In general, it would be helpful to provide a bulleted list of definitions for all of the project types.</p> <p>e) Grant Amounts: Please be explicit that these grant amounts are not intended to cover the entire costs of these projects. In fact, in some cases they may only cover 10% to 30% of the total project cost. The following comments address the particulars of grant amounts by project type. The amount of \$110,000/mile for Class-1 Bicycle Paths is very low. For planning purposes, we are currently using \$750,000/mile. For bicycle lanes, we are currently using \$100,000/mile for our planning estimates. Note that these costs can vary dramatically based on the extent of lane re-striping that is needed. This figure does not include associated paving costs that can vary widely and are often the largest portion of the overall project cost. For bicycle routes, the cost per mile will vary widely based on the nature of the facility. For basic bicycle</p>	<p>on one or more monitoring or reporting requirements, and anticipates continuing this practice for BFP projects.</p> <p>If information that was not properly disclosed at time of funding agreement execution later came to light and indicated a violation of a BFP Guideline, the Air District would be unable to reimburse costs without a change in the applicable policy(ies).</p> <p>As noted in the response to comment #5.l., administrative costs have been further defined in proposed BFP Guideline #12.</p> <p>See response to comment #1.b. Additional language has been added to proposed BFP Guideline #15 to clarify eligible Class-2 projects and secure bicycle parking.</p> <p>Air District staff appreciates the information about actual project costs. Proposed Guideline #15 now explicitly notes that the intent is not to cover total project costs. The proposed grant awards were determined based on historical funding levels for cost-effective TFCA bicycle facility projects, the TFCA literature review and performance review, and stakeholder input, versus total project cost.</p>
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	<p>routes, we are estimating \$10,000/mile while for bicycle boulevards we are estimating \$50,000/mile (including some striping and minor intersection improvements). For bicycle routes on arterial streets, we are estimating \$75,000/mile that would include some reconfiguration of travel lanes (but where bicycle lanes are not feasible due to limited width). These figures do not include associated paving costs that can vary widely and are often the largest portion of the overall project cost.</p> <p>Bicycle Racks/Lockers: Our cost for bicycle racks is \$100 per bicycle served (for single bend U racks at \$200 each, serving two bicycles each). Based on our recent experience, the cost for electronic lockers is appropriate.</p> <p>Draft BFP Summary</p> <p>a) Summary of BFP Process (#3): The summary explains that applications are to be funded on a first-come, first-served basis. Is this an adequate mechanism (along with basic eligibility) for awarding grants from what will likely be a highly oversubscribed source?</p> <p>b) Racks/Lockers Projects (#7): When would the Air District issue the BFP voucher? In other words, when would the 120-day clock start for issuing a purchase order? The verification and approval of rack locations is a time intensive process because of the necessary fieldwork. Due to changing conditions in the field, it is most appropriate to do this work after funding is secured for the racks. If the voucher is issued when the grant agreement is signed, a 240-day period would be appropriate for final verification of locations, approval of the placements, and issuance of the purchase order. If the voucher is not issued until requested by the grantee, the time periods specified are reasonable.</p> <p>c) Racks/Lockers Projects (#8): Does the purchase order include installation? It should because it is most effective to bundle the purchase and installation. Note that the 180-day period is probably sufficient although it does depend on the schedule of the vendor.</p>	<p>Please see response to comment #5.c above.</p> <p>The proposed vouchers would be issued soon after grant award. Also, please see the response to comment #5.d.</p> <p>Proposed BFP Guideline #14 has been clarified to include installation costs.</p>
<p>#9</p> <p>Heath Maddox, Associate Transportation Planner</p>	<p>The City of Berkeley appreciates this set-aside for bicycle projects and the streamlined application process.</p> <p>a) We encourage you to increase the amount available to bike projects beyond the \$500,000 to \$600,000 available in previous years. The region has</p>	<p>Please see response to comment #5.b.</p>

<p>City of Berkeley</p>	<p>tremendous need for bicycle infrastructure improvements, and current funding levels under the patchwork of funding programs available to local jurisdictions do not meet this demand.</p> <p>Draft BFP Guidelines</p> <p>b) Guidelines vs. Summary:</p> <p>i) Information on project selection and payment is included in the Program Summary that is not included in the Program Guidelines. This causes confusion because a reader naturally assumes that the full guidelines would include all the contents of the summary.</p> <p>ii) The Guidelines should explicitly state that qualifying projects will be selected on a first-come, first-served basis.</p> <p>iii) The Guidelines should also explain the voucher process for racks and lockers.</p> <p>e) Bike Paths:</p> <p>i) The most recent cost estimate I have from my construction engineers for building a bike path in an urban setting is \$1,000 per linear foot. The proposed TFCA funding would cover about 2% of that. This isn't even enough to meet most local match requirements for other sources. This formula amount should be increased, ideally to 20% or more of real-world costs. In addition, the formulas should be automatically indexed to local construction cost inflation.</p> <p>f) Bike Lanes:</p> <p>i) The Guidelines should provide a clear definition of what is meant by 'bike lane construction'. If this means paving a previously unpaved shoulder (something that wouldn't likely ever be needed in Berkeley), then \$85,000 a mile would cover a very small portion of the cost. This formula amount should be increased, ideally to 20% or more of real-world costs.</p> <p>ii) Signage is a required component of bike lanes, yet it does not appear to be listed as an eligible item, unless it is included under construction. The Air District should explicitly allow required bicycle signage as an eligible item.</p>	<p>The BFP Guidelines are intended to communicate the basic parameters and requirements for the program. Details of the BFP grant application and payment process will be provided in the BFP grant application package.</p> <p>The staff report to which this document is attached addresses this comment, as will the subsequent BFP grant application package.</p> <p>The award and payment processes will be described in detail in the BFP grant application package.</p> <p>The Air District appreciates the comment and the cost data. BFP Guideline #15 has been changed to state that covering full project costs is not necessarily the intent of the BFP program. Also, please see the response to comment #8.e regarding the rationale for the grant amounts.</p> <p>Bicycle lane definitions have been clarified in BFP Guideline #15. The proposed grant amounts are not pegged to a certain fraction of the total project cost, but rather to amounts that have been cost-effective in the past.</p> <p>The changes to proposed BFP Guideline #15 address this comment. Signs that were included in an eligible BFP project would be eligible for funding.</p>
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	<p>g) Bike Routes:</p> <p>i) Bike routes normally cost a small fraction of bike lanes since they consist mainly of signage, and don't commonly include roadway reconfiguration or paving.</p> <p>h) Bike Parking</p> <p>The amount listed for bike racks will cover the cost of rack purchase, but not their installation. In our current TFCA-funded bike parking program, fabrication of one inverted-U rack that will hold two bikes will cost us \$130, and installation another \$130.</p> <p>The Guidelines should clarify the definition of "Secure Bike Parking". Are lockers and racks considered Secure Bike Parking? Does a simple cage qualify, or does the Air District mean only attended or unattended but access-controlled bikestations? Again, the eligible amounts seem very low. A bike cage holding 20 bikes can easily cost \$15,000 to \$20,000 to construct. At \$130 per secure space, construction of 77 spaces would be required to meet the \$10,000 TFCA minimum, but the total construction cost would be much greater.</p> <p>i) Please provide clarification as to when the vouchers mentioned in the summary would be issued. If the vouchers are intended to be issued when the funding agreement is signed, then the periods listed are too short due to the time consuming and necessary fieldwork, purchasing, and contracting work. One year would be a more realistic timeframe.</p>	<p>Air District staff appreciates the input.</p> <p>The intent of the BFP is not to necessarily provide full funding for a project. Proposed Guideline #15 has been amended to clarify this.</p> <p>Proposed BFP Guideline #15 has been changed to provide more definition for "secure bicycle parking," including bicycle cages and the capital costs of bicycle parking at bikestations, as noted above.</p> <p>The proposed BFP vouchers would be issued soon after grant award. Please see response to comment #5.d regarding timeframes.</p>
<p>#10</p> <p>Maria Lombardo</p> <p>Chief Deputy Director for Programming & Legislation</p> <p>San Francisco County Transportation Authority</p>	<p>We are very troubled by the proposal to separate bicycle facility projects from the regional TFCA program by creating a new Bicycle Facilities Program. If the Program is being justified by the discussion at the January 8, 2007 Mobile Source Committee meeting, our recollection is that the Directors asked the staff to study different methodologies for evaluating the cost effectiveness of bicycle projects and ways to streamline the application and administrative processes, not to remove bicycle projects from TFCA and create a separate program. Furthermore, our understanding was that the new methodologies would be brought back to the Mobile Source Committee, Program Managers and other interested parties for discussion prior to taking any action. We do not understand the urgency of moving forward with such a significant</p>	<p>The recommendation adopted by the Mobile Source Committee and the Air District Board of Directors was for staff to establish a streamlined program for some specific TFCA project types with funding caps and default values for evaluating projects, and continue to research improved methodologies for evaluating the cost effectiveness and emission reductions achieved by project types that are eligible for TFCA funding. Air District staff is responding to this direction and seeking to complement the upcoming TFCA Regional Fund funding cycle, rather than wait another full year. No changes are</p>

	<p>change, particularly one that could also impact the Program Manager fund. We feel strongly that the Air District should allow bicycle projects to continue to compete directly in the larger regional TFCA grant program until such time as there can be a full discussion of the proposed methodology changes with the Program Managers, project sponsors and other interested parties.</p> <p>Draft BFP Summary</p> <p>Available Funds: The Summary does not identify a specific set amount that will be available for the new bicycle program, nor how and when that amount will be determined. For example, would this amount be set each year depending on the applications received or would the Air District set the limit prior to releasing the call for projects? If the Air District intends to set a limit prior to the call for projects, we are concerned that bicycle projects that prove to be more cost effective than projects in the main TFCA program would not be funded, or that the Air District may fund bicycle projects that prove to be less cost effective than TFCA applicant projects. Conversely, if the Air District intends to set the limit after reviewing responses to the call for projects, then we are uncertain what benefit exists to separating the bicycle projects from the rest of the TFCA project types.</p> <p>Summary of BFP Process: Bicycle projects are not equally cost effective and therefore should not be programmed on a first come, first serve basis. This model works well for the Vehicle Incentive Program where there is a clear rationale to justify assumptions about comparable costs and use of default values to determine air quality benefits. This is not the case for bicycle projects, which by their nature have costs and benefits that are much more localized. For example, within the Bay Area construction costs are typically higher in San Francisco for many reasons, including factors such as having to implement projects in an already built-out city with very limited right-of-way. At the same time, even within San Francisco, the ability of a particular bicycle project to attract riders and reduce motor vehicle emissions varies greatly depending upon the particular project, the surrounding land uses, its relationship to the rest of the bicycle network, etc. This concern is a major reason why we feel that the proposed changes need to be fully vetted with the Program Managers and project sponsors, including testing out the implications of the proposed changes with test</p>	<p>being proposed for the TFCA County Program Manager Fund policies regarding bicycle projects. Air District staff appreciates the concerns, and plans to work with stakeholders in the shaping of the BFP procedures and any future guidelines.</p> <p>A set amount of \$600,000 is being proposed for the first funding cycle. Although Air District staff acknowledge that cost-effectiveness varies by project and by year, this figure is consistent with TFCA Regional Fund funding levels for cost-effective and competitive bicycle facility projects over the past several years.</p> <p>Air District staff acknowledges that there are drawbacks to any grant award process, including first-come, first-served. However, the TFCA literature review and performance review found that in many cases the monitoring required for precise measurement of emission reductions is expensive both in absolute terms and in relation to the project investment. The criteria for bicycle facility projects are designed to ensure that emission reductions will be achieved by such projects.</p>
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	<p>projects. See also related comment below about Policy #15 in the draft program guidelines.</p> <p>Draft BFP Guidelines</p> <p>Bikeway Projects (#4): Policy #8 of the Draft Bicycle Facility Program Guidelines states that "project sponsor must sign a funding agreement within 30 days from the date it has been transmitted to them," yet the Summary states "the Air District provides an unsigned funding agreement to the applicant, who has 2 months to sign and return it to the Air District." Please clarify and/or reconcile these two timelines, as appropriate.</p> <p>Racks/Lockers Projects (#7 and #8): The Summary refers to two different deadlines for rack/locker projects: one for issuing a purchase order and one for taking delivery of the order. We recommend condensing this process into one deadline, as this will allow project sponsors the flexibility to deal with their own internal administrative processes while still delivering the project within the Air District's overall timeline. We would suggest requiring the sponsor to include both milestones in the project application as a tool for project delivery oversight, but the policy would only apply to the second deadline.</p> <p>Policy #14: Would bicycle projects that do not fit into any of the proposed project typologies (e.g., operating funds for attended bike stations) be evaluated or would they simply be excluded from the program and made no longer eligible for regional TFCA funds? We would recommend adding operating funds for attended bike stations as an eligible project type similar to lockers and racks, which are already included.</p> <p>Policy #15: How did staff calculate and decide upon the proposed grant amounts for each project type? In our experience, the location and context of a proposed project are key factors affecting a project's cost effectiveness ratio. By removing that context from the cost effectiveness calculation, the Air District relinquishes its ability to make decisions based upon the comparative cost effectiveness of projects and instead rewards those who can quickly churn out applications.</p>	<p>The proposed turnaround time has been standardized to two months.</p> <p>Administrative procedures are not included in the proposed guidelines, but Air District staff anticipates condensing the deadlines at issue as suggested and approving payment at completion of the project.</p> <p>Project types not listed would not be eligible for BFP funding. Operating funds are not proposed to be included based on their cost-effectiveness.</p> <p>The proposed grant amounts were determined based on consideration of historic funding per program element (e.g., dollars per locker) for previously awarded TFCA projects, the findings of the TFCA performance review, and input from stakeholders. The proposed project criteria are intended to address cost-effectiveness.</p>
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Draft FY 2007/2008 TFCA Regional Fund Policies and Evaluation Criteria

Number Name and Title Agency or Entity	Comments	Staff Response
<p>#11</p> <p>Roger Hooson, Senior Planner</p> <p>San Francisco International Airport</p>	<p>a) We have a comment about proposed Policy #18, Payments, part b. It appears that the already lengthy time between an application and the time the project can get underway (4 months+) is getting even longer (7-8 months), depending on how "incur" is defined, and how long it takes District staff to write up funding agreements. Assuming the grantee is willing to take the risk, why force a delay in a routine vehicle acquisition? Of course no reimbursement request could be filed until the funding agreement is executed, but why can't other steps be taken? Private sector operators need to be able to acquire equipment quickly. Eight months later they may no longer be interested in the equipment, or able to pay for it.</p> <p>b) Please define "incur." Does this mean the applicant pays a dealer invoice, orders a vehicle without an upfront payment, or ?</p> <p>c) The South Coast Air District may reimburse purchasers even of heavy-duty clean air vehicles quite promptly, perhaps from a revolving fund. Vehicle models have presumably been approved by the Board in advance. Why can't this be done in the Bay Area, by setting aside a portion of TFCA funds ahead of time? The VIP program forms the foundation for such a program. But it needs to be better funded, extended to heavy-duty vehicles at least up to 16,000 lbs. GVW, and possibly open to private sector applicants.</p> <p>d) In addition, there is no mention of whether the District will require CARB certification of emission values for a given vehicle at the time of application. Last year the Air District accepted vehicle applications without CARB certification. As a result, applicants playing by the accepted rules were turned down for funding, while applicants providing speculative emissions values were funded without</p>	<p>Only an executed contractual document constitutes the Air District's final approval and obligation to pay funds, and allowing reimbursement of costs incurred before execution of a current contract raises significant legal concerns on the part of Air District staff.</p> <p>Proposed Policy #18 has been changed to clarify that "incur" means to take on an obligation to pay funds that cannot be refunded, e.g., a nonrefundable deposit or a purchase order with a cancellation fee.</p> <p>The TFCA Regional Fund projects are selected on a competitive basis, in order to maximize cost-effectiveness. The reasons that a different approach is being proposed for bicycle facility projects (e.g., a high cost of monitoring relative to project cost) generally do not apply to engine-based projects. However, staff welcomes data regarding potential policy or program changes for future TFCA funding cycles.</p> <p>Air District staff will clarify this issue in the TFCA Regional Fund grant application guidance, in order to avoid any confusion or disagreement about performance certifications.</p>

	any warning. Please clarify the Air District policy in this regard.	
#12 David Huynh, P.E., Senior Transportation Engineer City of Fremont	a) Item 30, Arterial Management. A new criteria is being proposed that adds a posted speed limit of 35 mph or less as a criteria. It is not clear if this statement now means that arterials that have a 35 mph or less speed limit qualify regardless of the traffic volume OR now only arterials that meet the previous traffic volume criteria and is 35 mph or less will qualify. It is not clear if this additional criteria was meant to make it more or less restrictive for projects to qualify. We would appreciate it if the Air District could clarify as to the intent of adding this new criteria.	Proposed Policy #30 has been changed to exclude the posted speed limit requirement.
#13 Joel Slavitt, Manager Capital Programs and Grants, San Mateo County Transit District	a) [W]e are recommending that language be added to Policy # 18 that permits payment for the implementation of ongoing projects if the TFCA funding agreement is not fully executed at the start of the calendar year (the start of the TFCA funding cycle) through no fault of the project sponsor. This would ensure that project sponsors will receive their full allotment of awarded funds if there is a delay caused by the Air District, as such was the case this year, without the interruption of vital transportation services that are an integral part of the health of the Bay Area economy and that thousands of Bay Area commuters rely on as part of their commute to work. b) In the case of the Caltrain shuttle program, although we acknowledged we will not get the full TFCA pro-rata share of reimbursement for the first quarter of service with the first quarter billing, Caltrain will be made whole with the second quarter payment. Incorporation of additional language to Policy #18, as proposed above, in the TFCA Policies that specifically allows exceptions in these instances would memorialize this.	The Air District is not able to accommodate this recommendation, due to the considerations noted in the response to comment #11.a. However, staff is committed to minimizing or eliminating delays in processing funding agreements. To minimize the impact of the prohibition against reimbursing costs incurred before the execution of a funding agreement, Air District staff included a catch-up payment provision in some recent funding agreements. Staff plans to incorporate such provisions, as necessary, in subsequent funding agreements, but does not believe a change in the policies is needed.
#14 Matt Todd, Manager of Programming Alameda County Congestion Management Agency	a) Policy #12: We commend the Air District for recognizing that a two-year period for operations is a more reasonable time frame. b) Policy #16: Recognizing that only a funding agreement signed by both the BAAQMD and the project sponsor constitutes an 'executed agreement.' We would like [to] emphasize the importance of the Air District meeting its own policy of a two-month turn around for an 'executed agreement' and that any delay will not shorten the two-month term the sponsor has to execute the agreement.	Air District staff appreciates the feedback. Staff will monitor the performance of two-year projects, in order to inform subsequent policies on project duration. Air District staff will work to execute funding agreements without delay, and within the suggested two-month time frame. Note that the two-month limit on signing a funding agreement only begins when the document is transmitted to the project sponsor.

	<p>c) Policy #17: We request the Air District work with sponsors to resolve existing project issues in order to move forward with new projects.</p> <p>d) Policy #30: Under Arterial Management projects, specifically for Signal Timing Projects, a line was added "For signal timing projects, TFCA funds may only be used for <u>local</u> arterial management projects where the affected arterial has a <u>posted speed limit of 35 miles per hour (mph) or less</u>, 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." This will limit projects in jurisdictions that have congestion on streets with speed limits greater than 35 mph. This additional language to the policy is not required because if emissions reductions are not as effective for speeds above 35 mph, this will be reflected in a reduced cost effectiveness calculation.</p>	<p>Proposed Policy #17 would require that sponsors of existing projects implement the projects and comply with the associated requirements before being considered for new TFCA Regional Fund grants. Air District staff will proactively work with project sponsors to resolve issues with existing projects.</p> <p>Proposed Policy #30 has been changed to exclude the maximum posted speed limit requirement.</p>
<p>#15</p> <p>Rochelle Wheeler, Bicycle and Pedestrian Coordinator</p> <p>Alameda County Transportation Improvement Authority</p>	<p>#31 Smart Growth/Traffic Calming – We appreciate that the Air District will continue to fund pedestrian projects through the TFCA program. ACTIA encourages the Air District to find ways to allow jurisdictions to more easily identify projects that will be eligible, and compete well, under this category. One way to do this would be to provide more guidance and direction on eligible pedestrian projects.</p>	<p>Air District staff recently researched this issue, and found that it would be very difficult to provide default values, based on the wide variability among smart growth/traffic calming projects. Project sponsors are encouraged to contact Air District staff well before the application deadline to discuss potential projects.</p>
<p>#16</p> <p>Michael G. Rea, Executive Director</p> <p>West County Transportation Agency</p>	<p>I am writing to urge your revision and expansion of policy 26 d. One of the biggest challenges school transportation providers face is that we will soon be in a position where we need to replace CNG fuel tanks on some of our buses. Law requires tank replacement every 15 years. Your language would only consider funding for tank replacement if engines are repowered. School buses only travel about 15,000 miles per year and school districts often operate their buses 30 years or more. It is not likely that we would repower our school buses in their lives, but the tanks would need to be replaced at least once. It does not make sense for us to repower the buses when the engines are operating fine, and there are no other lower-emission options.</p>	<p>Unfortunately, TFCA-funded projects must demonstrate emission reductions, and replacing compressed natural gas tanks without also achieving additional emission reductions would not be eligible for TFCA funding.</p>

<p>#17</p> <p>Maria Lombardo</p> <p>Chief Deputy Director for Programming & Legislation</p> <p>San Francisco County Transportation Authority</p>	<p>The proposed revision to TFCA Regional Program Policy #17, Implementation, would make project sponsors that are currently out of compliance with the terms of an existing TFCA funding agreement, including operational and notification requirements in force for the full term of the agreement, ineligible for a new TFCA Regional Fund grant award. We support the intent of the policy, but based on our experience administering grant programs, strongly encourage the Air District to build flexibility into this policy and/or the interpretation thereof. For instance, we would suggest that there be flexibility for the Air District to establish procedures and timelines for sponsors to come back into compliance (e.g., amending grant agreements, setting a deadline for compliance or new funds would be directed to the next project on a waiting list). We would welcome a discussion with Air District staff about the types of circumstances which would result in a project sponsor being deemed ineligible for funds and how the Air district envisions implementing this policy.</p>	<p>Please see response to comment #14.c. above. Regarding compliance, in proposed Policy #17, "will not be considered" has been changed to "may not be considered" to allow for extenuating circumstances. Air District staff are particularly concerned about five- and 10-year engine-based projects and the fact that newly eligible private sector project sponsors may be more likely to change the operational status of their TFCA-funded vehicles.</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: March 22, 2007

Re: Carl Moyer Program and Mobile Source Incentive Fund Grant Allocations

RECOMMENDED ACTIONS

Consider recommending Board of Directors' approval of the following:

1. The allocation of \$21,761,710 in Carl Moyer Program (CMP) Year 8 and Year 9 funding cycle funds for the eligible projects listed in Attachment 1;
2. The allocation of \$4,103,646 in Mobile Source Incentive Fund (MSIF) revenues for the eligible projects listed in Attachment 1;
3. Funding for the projects listed in Attachment 2 as contingency projects to be funded with either CMP or MSIF dollars if funds become available due to current or prior year grant award cancellations or completion of projects under budget; and
4. Authorization for the Executive Officer to enter into funding agreements with recipients of grant awards for the projects listed in Attachment 1 and 2.

BACKGROUND

Carl Moyer Program

The main purpose of the CMP is to provide funds for the implementation of projects that reduce emissions from heavy-duty diesel engines. Heavy-duty diesel engines are major sources of oxides of nitrogen (NO_x), reactive organic gases (ROG), and particulate matter (PM). Diesel PM has been identified by the California Air Resources Board (CARB) as a toxic air contaminant.

CARB administers the CMP in partnership with local air districts. CARB develops CMP guidelines and criteria, and allocates funds to the local air districts on an annual basis for the implementation of eligible projects. Local air districts are responsible for soliciting grant applications, selecting and awarding grant awards to projects consistent with CARB guidelines and criteria, and administering the awarded CMP grants. The most common types of projects funded via the CMP are: 1) the repowering of existing diesel vehicles or equipment by installing newer, cleaner engines; and 2) the installation of CARB-verified retrofit systems or devices to reduce emissions from existing and new diesel engines. The types of vehicles and equipment

eligible for CMP funding include on-road heavy-duty vehicles, off-road equipment, marine vessels, locomotives, stationary agricultural irrigation pumps, forklifts, and airport ground support equipment. CMP funds can only be awarded to implement projects that will result in *surplus* emission reductions, i.e., emission reductions that are not required by adopted regulations or standards, or by any other legally binding document.

CARB has allocated to the Air District \$10,318,307 for the Year 8 funding cycle and \$11,943,403 for the Year 9 funding cycle, which are to be used for the implementation of projects eligible under the CMP. The Board approved the allocation of \$500,000 in Year 9 funds on September 20, 2006 for the implementation of multi-regional projects with the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Mobile Source Incentive Fund

AB 923 (Firebaugh), enacted in 2004 (codified as Health and Safety Code Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for any of the four programs listed below:

- Projects eligible for grants under the CMP;
- New purchase of clean school buses;
- Accelerated vehicle retirement or repair program; and
- Projects to reduce emissions from previously unregulated agricultural sources.

On December 21, 2004, the Board adopted Resolution 2004-16 to increase the surcharge on vehicles registered within the Air District boundaries from \$4 to \$6 per vehicle. The Department of Motor Vehicles began to collect the increased surcharge in May 2005. The revenues from the additional \$2 surcharge are deposited in the Air District's MSIF. These funds may be used to meet the match requirements of the CMP.

DISCUSSION

Guidelines and Procedures

On January 6, 2006, CARB issued the guidelines and criteria for local air districts to follow to implement the fiscal year (FY) 2005/2006 and FY 2006/2007 CMP, which corresponds to the Year 8 and Year 9 CMP funding cycles. In October 2006, the Air District's Board of Directors approved staff-recommended procedures for the allocation of funds for the Year 8 CMP funding cycle.

CARB guidelines require that each project achieve a cost-effectiveness of \$14,300 or less per ton of emissions reduced to be eligible for CMP funding. Under the terms of the California Health & Safety Code Section 43023.5 (AB 1390, Lowenthal), the Air District is required to allocate at least 50 percent of its CMP funds to the implementation of projects that will reduce emissions in communities with the most significant exposure to air pollution, including, but not limited to, communities of minority or low-income populations. The Air District has adopted a methodology for the purpose of selecting projects to comply with the AB 1390 requirement (AB 1390 methodology).

Solicitation and Outreach

Air District staff issued a call for Year 8 CMP grant applications on November 7, 2006. Staff performed extensive outreach to encourage the submittal of CMP grant applications, including four public workshops in San Francisco, Oakland, Vallejo, and San Jose. A total of 48 interested parties attended the four workshops. The deadline for submittal of CMP grant applications was December 22, 2006. The Air District received 209 grant applications requesting a total of \$38,967,583 in incentive funds to reduce emissions from 455 diesel engine-based projects.

Grant Applications Evaluation

Air District staff reviewed and evaluated the Year 8 CMP grant applications based upon:

- The CMP guidelines issued by CARB on January 6, 2006;
- The Year 8 CMP procedures approved by the Committee and the Board in October 2006; and
- The Air District's AB 1390 methodology.

The key steps in staff's review of the CMP grant applications are summarized below.

Step 1: Staff reviewed the CMP grant applications for consistency with CARB and Air District procedures for the Year 8 CMP funding cycle.

Step 2: Staff calculated the cost-effectiveness for all eligible grant applications, utilizing CARB guidelines and data provided by the project sponsors. Cost-effectiveness was determined by dividing the amount of CMP funding requested by the estimated lifetime emission reductions for each project.

Step 3: For each project that met the CMP cost-effectiveness threshold of \$14,300/ton of emissions reduction, staff analyzed the projects' potential to reduce emissions in impacted communities, based upon the Air District's AB 1390 methodology.

Step 4: Projects that met the CMP cost-effectiveness threshold, but would not reduce emissions in impacted communities were ranked on their cost-effectiveness rate alone. These projects were ranked after the projects that both met the cost-effectiveness threshold and reduced emissions in impacted communities.

Available Funding and Grant Recommendation

Available Carl Moyer Program Funds

CARB allocated to the Air District for the Year 8 and Year 9 CMP funding cycles, \$10,318,307 and \$11,943,403 respectively, for a total of \$22,261,710 in combined CMP funding for the implementation of eligible projects. Of this amount, at least 50%, or \$11,130,855, must be awarded to projects that will reduce emissions in impacted communities, as required by AB 1390.

Supplement CMP Funds with Mobile Source Incentive Fund Revenues

A total of 346 projects, requesting an aggregate \$34,669,480 in incentive funds, achieved the CMP cost-effectiveness threshold of \$14,300 or less per ton of emissions reduction. However, only \$21,761,710 in CMP funding is available for allocation at this time after deducting the \$500,000 in Year 9 CMP funds for the implementation of eligible multi-regional projects with the SMAQMD. The CMP Year 8 and Year 9 funds have a minimum match requirement of \$3,459,149. To achieve the minimum matching fund requirements staff recommends that the Air District fund additional projects using MSIF revenues. Staff recommends the allocation of \$4,103,646 in MSIF revenues to supplement the available Year 8 and Year 9 CMP funds.

The results of the grant applications evaluation performed by staff are summarized in the following attachments:

- ***Attachment 1 – Projects Recommended for Funding***, lists 300 projects that staff recommends be awarded grants for an aggregate of \$25,865,356 in funding, using a combination of Year 8 and Year 9 CMP funds, and MSIF revenues. These projects would reduce 11,340 tons of emissions over the life of the projects, including approximately 9,700 tons of oxides of nitrogen (NOx), 1,225 tons of reactive organic gases (ROG), and 410 tons of particulate matter (PM). The combined weighted cost-effectiveness of these projects is \$1,350/ton of emissions reduced. **All projects that met the cost-effectiveness threshold and would result in reduced emissions in impacted communities are recommended for funding** (these projects appear shaded in Attachment 1). Of the total Year 8 and Year 9 CMP projects recommended for funding at least 67% of the total available CMP funding (\$22,261,710) would be for projects in impacted communities, exceeding the 50% requirement of AB 1390.
- ***Attachment 2 – Contingency Projects***, lists 46 projects totaling \$8,804,124 in requested funding. Staff recommends that these projects be approved for funding on a contingency basis, in the event that projects recommended for funding using Year 7, Year 8 and Year 9 CMP funds and/or MSIF revenues are cancelled. In addition, if Year 8 or 9 CMP funds, or MSIF funds become available, staff would be able to proceed with contracts for these projects in order of the most cost-effective, as listed in Attachment 2.
- ***Attachment 3 - Projects Not Recommended for Funding***, lists the projects that did not meet the CMP cost-effectiveness threshold. Attachment 3 contains 102 projects requesting \$3,986,198 in funding.
- ***Attachment 4 – Withdrawn and Ineligible Applications***, lists projects that were either withdrawn by the project sponsor or deemed ineligible by CARB. Four (4) grant applications requesting a total of \$191,100 were withdrawn by their respective project sponsors. Three (3) grant applications, requesting a total of \$633,190 were deemed ineligible because they did not comply with the applicable CMP guidelines and criteria.

Table 1 below provides a summary of the recommended grant awards by project categories.

Table 1. Recommended Grant Awards by Project Category

Project Category	Number of Engines	Total Grant Awards	Lifetime Emissions Reduction (tons)
On-Road	119	\$3,519,119	175
Off-Road	110	\$13,853,111	6,455
Marine	67	\$8,290,081	4,645
Locomotive	1	\$162,545	30
Ag (Irrigation) Pump	3	\$40,500	35
Total	300	\$25,865,356	11,340

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes “pass-through” funds from CARB to public agencies and private entities on a reimbursement basis. Therefore, the grant funds awarded do not directly impact the Air District’s budget. Staff costs for the administration of the CMP are included under *Program 607 – Mobile Source Grants* in the FY 2005/2006 budget. MSIF revenues come from a dedicated external funding source. MSIF grant allocations do not impact the Air District’s general fund or operating budget.

By law, the Air District is required to provide a specified percentage of local funds to match its CMP funds. For the Year 8 CMP funding cycle, the Air District’s required match amount is \$1,619,320. For the Year 9 CMP funding cycle, the Air District’s required match amount is \$1,839,829. The Air District expects to fulfill this match obligation through the allocation of MSIF funds to low-emission heavy-duty diesel engine projects that comply with CMP guidelines and criteria.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Joseph Steinberger
Reviewed by: Jack M. Colbourn

Attachments

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
Agricultural Pumps					
99-1	Somerston Vineyards	Replace agricultural pump SN 670000C4	\$1,156	12.5	\$13,500
99-3	Somerston Vineyards	Replace agricultural pump SN 8463DD	\$1,269	11.0	\$13,500
99-2	Somerston Vineyards	Replace agricultural pump SN 607488CZ	\$1,461	10.4	\$13,500
Locomotives					
105-1	Richmond Pacific Railroad	Retrofit switcher locomotive engine SN 4473-4	\$5,344	30.5	\$162,545
Marine					
8-1	Westar Marine Services	Retrofit main port engine on M/V Orion	\$334	220.3	\$112,500
8-2	Westar Marine Services	Retrofit main starboard engine on M/V Orion	\$334	220.3	\$112,500
20-1	The Dutra Group	Repower main port engine on M/V Trojan	\$632	45.0	\$38,636
20-2	The Dutra Group	Repower main starboard engine on M/V Trojan	\$632	45.0	\$38,636
112-1	Riverview Equipment Company	Repower main port engine on M/V Bernice Lind	\$690	113.6	\$106,223
112-2	Riverview Equipment Company	Repower main starboard engine on M/V Bernice Lind	\$690	113.6	\$106,223
7-1	Westar Marine Services	Repower auxiliary port engine on M/V Apollo	\$714	29.5	\$19,500
7-2	Westar Marine Services	Repower auxiliary starboard engine on M/V Apollo	\$714	29.5	\$19,500
179-1	City of Alameda	Repower main port engine M/V Peralta	\$744	285.9	\$239,305
179-2	City of Alameda	Repower main starboard engine on M/V Peralta	\$744	285.9	\$239,305
178-1	Golden Gate Bridge, Highway & Transportation District	Repower main engine #1 on M/V Mendocino	\$762	357.7	\$306,513
178-2	Golden Gate Bridge, Highway & Transportation District	Repower main engine #2 on M/V Mendocino	\$762	357.7	\$306,513
178-3	Golden Gate Bridge, Highway & Transportation District	Repower main engine #3 on M/V Mendocino	\$762	357.7	\$306,513

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
178-4	Golden Gate Bridge, Highway & Transportation District	Repower main engine #4 on M/V Mendocino	\$762	357.7	\$306,513
6-1	Westar Marine Services	Repower auxiliary port engine on M/V Orion	\$840	34.0	\$23,500
6-2	Westar Marine Services	Repower auxiliary starboard engine on M/V Orion	\$840	34.0	\$23,500
172-1	The Dutra Group	Repower hydraulic power unit on M/V Jeannette C	\$1,024	8.4	\$12,500
4-1	The Dutra Group	Repower main port engine on M/V Patty D	\$1,054	29.9	\$41,436
4-2	The Dutra Group	Repower main starboard engine on M/V Patty D	\$1,054	29.9	\$41,436
177-1	Brusco Tug & Barge	Repower auxiliary port engine on M/V Woodrow Brusco	\$1,110	16.2	\$20,000
177-2	Brusco Tug & Barge	Repower auxiliary starboard engine on M/V Woodrow Brusco	\$1,110	16.2	\$20,000
136-1	The Dutra Group	Repower hydraulic power unit on M/V Trojan	\$1,167	11.4	\$18,300
175-1	Brusco Tug & Barge	Repower auxiliary port engine on M/V Terri L. Brusco	\$1,274	14.0	\$20,000
175-2	Brusco Tug & Barge	Repower auxiliary starboard engine on M/V Terri L. Brusco	\$1,274	14.0	\$20,000
134-1	The Dutra Group	Repower main port engine on M/V Jeannette C	\$1,295	57.8	\$101,064
134-2	The Dutra Group	Repower main starboard engine on M/V Jeannette C	\$1,295	57.8	\$101,064
100-1	Hog Heaven Sport Fishing	Repower main port engine on M/V Hog Heaven	\$1,385	8.4	\$14,616
100-2	Hog Heaven Sport Fishing	Repower main starboard engine on M/V Hog Heaven	\$1,385	8.4	\$14,616
176-1	Brusco Tug & Barge	Repower main port engine on M/V Terri L. Brusco	\$1,426	259.1	\$408,582
176-2	Brusco Tug & Barge	Repower main starboard engine on M/V Terri L. Brusco	\$1,426	259.1	\$408,582
160-1	Sachiko Fish-Steve Masuda	Repower main engine M/V Sachiko	\$1,446	33.3	\$60,000
133-1	AMNAV Maritime Services	Repower auxiliary port engine on M/V Enterprise	\$1,475	20.8	\$32,500

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
133-2	AMNAV Maritime Services	Repower auxiliary starboard engine on M/V Enterprise	\$1,475	20.8	\$32,500
173-1	The Dutra Group	Repower auxiliary port engine on M/V Sarah Reed	\$1,544	14.4	\$25,657
173-2	The Dutra Group	Repower auxiliary starboard engine on M/V Sarah Reed	\$1,544	14.4	\$25,657
98-1	West Bay Builders, Inc.	Repower main port engine on M/V Westbay Builder 1	\$1,629	45.5	\$82,573
98-2	West Bay Builders, Inc.	Repower main starboard engine on M/V Westbay Builder 1	\$1,629	45.5	\$82,573
162-1	Seaworthy Projects LLC	Repower main port engine on M/V Hero	\$2,125	31.0	\$99,046
162-2	Seaworthy Projects LLC	Repower main starboard engine on M/V Hero	\$2,125	31.0	\$99,046
174-1	Brusco Tug & Barge	Repower auxiliary port engine on M/V Amy Brusco	\$2,273	8.0	\$20,000
103-1	Codzilla Sports Fishing	Repower main engine on M/V Codzilla	\$2,521	15.5	\$41,775
209-1	Golden Gate Bridge, Highway & Transportation District	Repower auxiliary port engine on M/V San Francisco	\$2,657	14.9	\$48,450
209-2	Golden Gate Bridge, Highway & Transportation District	Repower auxiliary starboard engine on M/V San Francisco	\$2,657	14.9	\$48,450
15-1	San Francisco Bar Pilots	Repower main port engine on M/V Golden Gate	\$2,756	59.1	\$181,621
15-2	San Francisco Bar Pilots	Repower main starboard engine on M/V Golden Gate	\$2,756	59.1	\$181,621
167-1	The Dutra Group	Repower main port engine on M/V Sarah Reed	\$3,274	57.5	\$244,646
167-2	The Dutra Group	Repower main starboard engine on M/V Sarah Reed	\$3,274	57.5	\$244,646
113-1	Trident Management, Inc.	Repower main port engine on M/V Trident 1	\$3,697	9.4	\$53,398
113-2	Trident Management, Inc.	Repower main starboard engine on M/V Trident 1	\$3,697	9.4	\$53,398
207-1	Foss Maritime Company	Repower auxiliary port engine on M/V Defiant	\$3,726	7.1	\$32,485
207-2	Foss Maritime Company	Repower auxiliary starboard engine on M/V	\$3,726	7.1	\$32,485

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
		Defiant			
180-1	City of Alameda	Repower auxiliary engine on M/V Encinal	\$3,905	12.8	\$57,307
101-1	Michael Peery	Repower main port engine on M/V Blizzard	\$3,938	11.6	\$44,600
101-2	Michael Peery	Repower main starboard engine on M/V Blizzard	\$3,938	11.6	\$44,600
174-2	Brusco Tug & Barge	Repower auxiliary starboard engine on M/V Amy Brusco	\$4,226	4.0	\$20,000
208-1	Foss Maritime Company	Repower main port engine on M/V Defiant	\$4,397	54.9	\$199,996
208-2	Foss Maritime Company	Repower main starboard engine on M/V Defiant	\$4,397	54.9	\$199,996
163-1	The Dutra Group	Repower auxiliary engine on M/V Trojan	\$4,423	1.3	\$10,409
2-1	China Basin Charter/Ruby Sailing	Repower main engine on M/V Ruby	\$4,735	5.6	\$30,989
98-3	West Bay Builders, Inc.	Repower auxiliary engine on M/V Westbay Builder 1	\$4,834	8.3	\$38,182
117-1	C & W Diving Services, Inc.	Repower main port engine on M/V Wanda S	\$6,061	10.4	\$89,965
117-2	C & W Diving Services, Inc.	Repower main starboard engine on M/V Wanda S	\$6,061	10.4	\$89,965
161-1	Foss Maritime Company	Repower auxiliary engine on M/V Marshall	\$8,961	3.5	\$32,485
116-2	C & W Diving Services, Inc.	Repower main starboard engine on M/V Elliott II	\$9,085	7.5	\$106,193
115-1	C & W Diving Services, Inc.	Repower main port engine on M/V Bethany M	\$10,330	5.5	\$77,647
115-2	C & W Diving Services, Inc.	Repower main starboard engine on M/V Bethany M	\$10,330	5.5	\$77,647
120-1	Port of San Francisco and Princess Cruise Lines	Cruise ship shoreside power installation	\$12,821	182.3	\$1,900,000
Off-Road					
166-1	The Dutra Group	Auxiliary drawworks winch repower with Tier 3 engine Serial #649607	\$28	611.0	\$37,372
14-1	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine Derrick Barge 24 engine Serial # 27176210	\$30	561.3	\$37,372

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
14-2	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine Derrick Barge 24 engine Serial # 60514584	\$30	550.7	\$37,372
14-3	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine Derrick Barge 24 engine Serial # 60501113	\$30	550.7	\$37,372
13-1	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine Derrick Barge 24 engine Serial # 514051	\$40	236.0	\$37,372
165-1	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine – Serial # 514051-1	\$72	235.2	\$37,372
165-2	The Dutra Group	Auxiliary winch engine repower with Tier 3 engine Serial # 514051-2	\$72	235.2	\$37,372
158-1	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-1	\$297	277.4	\$163,386
158-2	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-2	\$297	277.4	\$163,386
158-3	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-3	\$297	277.4	\$163,386
158-4	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-4	\$297	277.4	\$163,386
158-5	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-5	\$297	277.4	\$163,386
158-6	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial # 649607-6	\$297	277.4	\$163,386
158-7	The Dutra Group	Auxiliary drawworks engine repower with Tier 2 engine Serial 3 649607-7	\$297	277.4	\$163,386
9-1	The Dutra Group	Repower one dredge generator – Derrick Barge 24	\$343	48.2	\$36,758
155-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial #7627512	\$901	14.7	\$18,658

Shaded projects meet AB1390 requirements.

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
154-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 4 engine Serial #0372014H	\$973	21.1	\$27,990
156-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial #02TO112	\$1,001	13.2	\$18,658
137-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial # 0570009	\$1,192	12.6	\$21,346
138-1	Pacific Coast Drilling Company	Power supply for drilling machine repower with Tier 3 engine Serial #241688UJE530	\$1,207	15.9	\$26,258
152-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial #13H00114	\$1,265	15.1	\$26,258
169-1	North Bay Construction Inc.	Scraper repower with Tier 1 engine Serial # 6AB01228	\$1,398	11.5	\$22,000
170-1	North Bay Construction Inc.	Scraper repower with Tier 1 engine Serial # 6AB01196	\$1,398	11.5	\$22,000
109-1*	Viking Processing Corporation	Electric crane to replace forklifts #1	\$1,843	3.2	\$58,519
10-1	Evans Brothers Inc.	Repower one dozer with Tier 3 engine Serial # 8I217560	\$1,844	26.9	\$68,045
171-1	The Dutra Group	Loader repower with Tier 2 engine Serial #8YG01107	\$2,229	29.5	\$163,386
109-2*	Viking Processing Corporation	Electric crane to replace forklifts #2	\$2,340	10.7	\$58,519
109-3*	Viking Processing Corporation	Electric crane to replace forklifts #3	\$2,340	10.7	\$58,519
109-4*	Viking Processing Corporation	Electric crane to replace forklifts #4	\$2,340	10.7	\$58,519
109-5*	Viking Processing Corporation	Electric crane to replace forklifts #5	\$2,340	10.7	\$58,519

* Award conditional upon CARB approval.
Shaded projects meet AB1390 requirements.

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
109-6*	Viking Processing Corporation	Electric crane to replace forklifts #6	\$2,340	10.7	\$58,519
151-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial #7DK03093	\$2,471	6.1	\$25,330
153-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial #1013389	\$2,491	6.5	\$22,874
17-1	Evans Brothers Inc.	Crane repower with Tier 3 engine Serial # 50601248	\$2,760	10.4	\$38,756
11-1	Evans Brothers Inc.	Repower one crawler crane with Tier 3 engine Serial # 6VA117925	\$3,637	7.8	\$39,790
150-1	Pacific Coast Drilling Company	Drilling machine repower with Tier 3 engine Serial # 1002545	\$3,639	4.7	\$23,865
23-1	Evans Brothers Inc.	Excavator repower with Tier 2 engine Model Year 1993	\$3,668	10.3	\$83,955
22-1	Evans Brothers Inc.	Excavator repower with Tier 2 engine Model Year 1989	\$4,636	8.1	\$43,855
18-1	Evans Brothers Inc.	Wheel loader repower with Tier 2 engine Serial # 4RN00594	\$4,950	5.6	\$32,355
21-1	Evans Brothers Inc.	Dozer repower with Tier 2 engine Serial # 11N13765	\$7,612	14.2	\$150,345
141-1	Fremont Paving Company, Inc.	Scraper front engine repower with Tier 1 engine Serial # 15S01322	\$9,609	6.6	86,767
141-2	Fremont Paving Company, Inc.	Scraper rear engine repower with Tier 1 engine Serial #15S01322	\$9,609	6.6	\$86,767
140-1	Fremont Paving Company, Inc.	Scraper front engine repower with Tier 1 engine Serial # 15S01639	\$10,104	6.1	\$86,767
140-2	Fremont Paving Company, Inc.	Scraper rear engine repower with Tier 1 engine Serial # 15S01639	\$10,104	6.1	\$86,767
168-1	North Bay Construction Inc.	Compactor repower with Tier 2 engine Serial #86X00926	\$10,608	9.3	\$135,000
118-1	Syar Industries Inc.	Wheel loader repower with Tier 1 engine	\$1,248	51.0	\$89,250

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
		Serial # 49Z00607			
111-1	Riverview Equipment Company	Hydraulic crane repower with Tier 3 engine Serial # 50438	\$1,532	5.5	\$14,569
107-1	Riverview Equipment Company	Pressure washer repower with Tier 3 engine Serial # 7626205	\$1,841	4.3	\$13,957
46-1	Independent Construction	Grader repower with Tier 1 engine #30024	\$2,291	11.2	\$35,056
60-1	Independent Construction	Grader repower with Tier 1 engine #30018	\$2,418	10.3	\$35,056
119-1	Syar Industries Inc.	Wheel loader repower with Tier 2 engine Serial # 8YG00215	\$2,972	22.1	\$90,200
58-1	Independent Construction	Grader repower with Tier 1 engine #30015	\$3,096	10.3	\$45,056
59-1	Independent Construction	Grader repower with Tier 1 engine #30016	\$3,108	10.3	\$45,056
86-1	Independent Construction	Scraper front engine repower with Tier 2 engine #37013	\$3,685	23.8	\$118,139
90-1	Independent Construction	Scraper front engine repower with Tier 2 engine #37021	\$3,878	21.9	\$118,139
57-1	Independent Construction	Grader repower with Tier 1 engine #30012	\$4,284	7.7	\$45,056
94-1	Top Grade Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit Serial # 1JB00534	\$5,138	21.8	\$155,955
95-1	Top Grade Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit Serial # 1FB00354	\$5,138	21.8	\$155,955
55-1	Independent Construction	Scraper repower with Tier 2 engine #39002	\$5,695	17.5	\$135,755
86-2	Independent Construction	Scraper rear engine repower with Tier 2 engine #37013	\$5,719	13.2	\$103,281
90-2	Independent Construction	Scraper rear engine repower with Tier 2 engine #37021	\$6,013	12.2	\$103,281
56-1	Independent Construction	Scraper repower with Tier 2 engine #39003	\$6,099	16.0	\$135,755
83-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51014	\$6,586	19.1	\$181,903

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
94-2	Top Grade Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit Serial #1JB00534	\$6,621	12.1	\$113,305
95-2	Top Grade Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit Serial # 1FB00354	\$6,621	12.1	\$113,305
93-1	Top Grade Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit Serial # 1FB00368	\$6,979	16.3	\$155,955
47-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #20008	\$7,019	20.8	\$206,852
74-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51010	\$7,118	20.8	\$206,852
76-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51026	\$7,118	20.8	\$206,852
77-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51025	\$7,118	20.8	\$206,852
78-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51023	\$7,118	20.8	\$206,852
81-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51021	\$7,118	20.8	\$206,852
82-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51016	\$7,118	20.8	\$206,852
84-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51006	\$7,118	20.8	\$206,852
27-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57008	\$7,307	20.8	\$212,352
28-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57009	\$7,307	20.8	\$212,352

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
30-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57011	\$7,307	20.8	\$212,352
40-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57012	\$7,307	20.8	\$212,352
41-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57031	\$7,307	20.8	\$212,352
53-1	Independent Construction	Compactor repower with Tier 2 engine #44038	\$7,461	13.2	\$137,023
54-1	Independent Construction	Compactor repower with Tier 2 engine #44039	\$7,461	13.2	\$137,023
63-1	Independent Construction	Compactor repower with Tier 2 engine #24002	\$7,461	13.2	\$137,023
64-1	Independent Construction	Compactor repower with Tier 2 engine #44026	\$7,461	13.2	\$137,023
65-1	Independent Construction	Compactor repower with Tier 2 engine #44027	\$7,461	13.2	\$137,023
72-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51012	\$7,490	19.1	\$206,852
73-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #51011	\$7,490	19.1	\$206,852
203-1	Potrero Hills Landfill	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit Serial #41Z14190	\$7,561	19.5	\$177,524
29-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57010	\$7,689	19.1	\$212,352
31-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57002	\$7,689	19.1	\$212,352
32-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57003	\$7,689	19.1	\$212,352
42-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57004	\$7,689	19.1	\$212,352

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
43-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57005	\$7,689	19.1	\$212,352
44-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57006	\$7,689	19.1	\$212,352
45-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57007	\$7,689	19.1	\$212,352
48-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #20007	\$7,689	19.1	\$212,352
49-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57001	\$7,689	19.1	\$212,352
203-2	Potrero Hills Landfill	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit Serial #6NC14095	\$8,158	13.8	\$135,625
75-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31019	\$8,920	17.0	\$212,095
67-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31024	\$8,920	17.0	\$212,095
68-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31023	\$8,920	17.0	\$212,095
69-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31022	\$8,920	17.0	\$212,095
70-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31021	\$8,920	17.0	\$212,095
71-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31020	\$8,920	17.0	\$212,095
79-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31026	\$8,920	17.0	\$212,095
80-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31028	\$8,920	17.0	\$212,095
91-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31027	\$8,920	17.0	\$212,095
93-2	Top Grade Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit Serial # 1FB00368	\$9,126	9.1	\$113,305

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
85-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #37023	\$9,421	15.6	\$212,095
87-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #37022	\$9,421	15.6	\$212,095
88-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #37019	\$9,421	15.6	\$212,095
On-Road					
186-1	Mid Coast Transportation	Retrofit diesel truck with Level 3 PM DECS: LIC#6G03035	\$1,859	0.3	\$10,500
181-3	A.G. Schwartz Trucking Company Inc.	Retrofit diesel truck with Level 3 PM DECS: LIC#3R66712	\$2,024	0.2	\$8,000
181-5	A.G. Schwartz Trucking Company Inc.	Retrofit diesel truck with Level 3 PM DECS: LIC#5K11760	\$2,194	0.2	\$8,000
206-1	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 154	\$3,912	2.3	\$19,356
206-2	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 155	\$3,912	2.3	\$19,356
206-3	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 156	\$3,912	2.3	\$19,356
206-4	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 157	\$3,912	2.3	\$19,356
206-5	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 158	\$3,912	2.3	\$19,356
206-6	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 159	\$3,912	2.3	\$19,356
206-7	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 160	\$3,912	2.3	\$19,356
206-8	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 161	\$3,912	2.3	\$19,356
206-9	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 162	\$3,912	2.3	\$19,356
206-10	Bode Concrete, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 163	\$3,912	2.3	\$19,356
188-1	Jose R Topete/Cross County Transport	Retrofit diesel truck with Level 3 PM DECS: LIC#9D06731	\$4,479	0.1	\$10,500
145-1	Sugar City Building Materials	Repower diesel truck: Unit 25	\$4,851	5.0	\$47,097

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
	Company				
146-1	Sugar City Building Materials Company	Repower diesel truck: Unit 26	\$4,851	5.0	\$47,097
147-1	Sugar City Building Materials Company	Repower diesel truck: Unit 27	\$4,851	5.0	\$47,097
148-1	Sugar City Building Materials Company	Repower diesel truck: Unit 28	\$4,851	5.0	\$47,097
149-1	Sugar City Building Materials Company	Repower diesel truck: Unit 29	\$4,851	5.0	\$47,097
181-4	A.G. Schwartz Trucking Company Inc.	Retrofit diesel truck with Level 3 PM DECS: LIC#5U86174	\$4,875	0.1	\$8,000
130-1	Timothy Oehninger/Oehninger Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#7E08557	\$4,888	4.7	\$56,500
125-1	Kevin McCord/Kevin McCord Trucking	Retrofit diesel truck with Level 3 PM DECS: LIC#5L37021	\$4,977	0.1	\$10,500
127-1	Jaskaran Singh/Karan Trucking	Retrofit diesel truck with Level 3 PM DECS: LIC#7K20320	\$4,977	0.1	\$10,500
132-1	Tommie Carter/TCB Transportation	Retrofit diesel truck with Level 3 PM DECS: LIC#9B80842	\$4,977	0.1	\$10,500
187-1	Mid Coast Transportation	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#6G03035	\$5,038	3.7	\$56,825
184-1	Mid Coast Transportation	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9A46932	\$5,516	1.6	\$43,806
121-1	Timothy Ore/T.R. Transfer	Repower and retrofit diesel truck with Level 3 PM DECS: LIC# 6A74375	\$5,879	1.3	\$43,806
182-13	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 11	\$5,955	7.1	\$52,099
124-1	Karanjit Sekhon	Retrofit diesel truck with Level 3 PM DECS: LIC#6T71697	\$6,246	0.1	\$10,500
193-1	Jagdeep Singh/JJ Trucking	Retrofit diesel truck with Level 3 PM DECS: LIC#9D78024	\$6,246	0.1	\$10,500

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
126-1	Frank Ekler/Frank E Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9C15699	\$6,255	1.2	\$43,806
191-1	Harminder K Kahlon/Kahlon Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9A94982	\$6,255	1.2	\$43,806
201-1	Rudy Castro/RTC Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9B43666	\$6,752	1.2	\$43,806
181-2	A.G. Schwartz Trucking Company Inc.	Retrofit diesel truck with Level 3 PM DECS: LIC#9B63316	\$6,799	0.1	\$8,000
182-11	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 16	\$6,888	1.3	\$52,099
182-16	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 7	\$6,888	1.3	\$52,099
182-17	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 49	\$6,888	1.3	\$52,099
182-19	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 42	\$6,888	1.3	\$52,099
182-24	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 24	\$6,888	1.3	\$52,099
182-25	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 23	\$6,888	1.3	\$52,099
139-1	HG Trucking, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#3Z38412	\$6,888	1.3	\$52,102
142-1	HG Trucking, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#7M49823	\$6,924	1.3	\$52,372
123-1	Jaskaran Singh/Karan Trucking	Retrofit diesel truck with Level 3 PM DECS: LIC#5G66689	\$6,940	0.1	\$10,500
196-1	Mark Kammermann/M.K. Transfer	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#6F11723	\$7,083	1.4	\$61,500

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
192-1	Harminder K Kahlon/Kahlon Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9A94982	\$7,087	2.6	\$59,286
198-1	Louis Ekler/Ekler Transport	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9A79023	\$7,087	2.6	\$59,286
199-1	Martha Saunders/Martha J Saunders Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9B60288	\$7,292	1.2	\$43,400
182-1	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 54	\$7,294	1.4	\$52,099
182-3	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 45	\$7,294	1.4	\$52,099
182-4	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 44	\$7,294	1.4	\$52,099
182-5	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 43	\$7,294	1.4	\$52,099
182-6	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 40	\$7,294	1.4	\$52,099
182-7	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 30	\$7,294	1.4	\$52,099
182-8	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 25	\$7,294	1.4	\$52,099
182-9	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 18	\$7,294	1.4	\$52,099
182-10	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 17	\$7,294	1.4	\$52,099
182-12	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 15	\$7,294	1.4	\$52,099

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
182-14	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 9	\$7,294	1.4	\$52,099
182-15	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 8	\$7,294	1.4	\$52,099
182-20	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 35	\$7,294	1.4	\$52,099
182-21	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 37	\$7,294	1.4	\$52,099
182-22	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 34	\$7,294	1.4	\$52,099
182-23	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 28	\$7,294	1.4	\$52,099
182-28	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 19	\$7,294	1.4	\$52,099
182-29	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 10	\$7,294	1.4	\$52,099
183-1	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 50	\$7,294	1.4	\$52,099
183-2	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 51	\$7,294	1.4	\$52,099
181-1	A.G. Schwartz Trucking Company Inc.	Retrofit diesel truck with Level 3 PM DECS: LIC#5K61210	\$7,466	0.1	\$8,000
202-1	Rudy Castro/RTC Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B43666	\$7,552	2.6	\$59,286
200-1	Martha Saunders/Martha J Saunders Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B60288	\$7,916	2.5	\$56,825
128-1	Harjinder Singh/Harry Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#6U47375	\$8,259	2.5	\$59,286

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
129-1	Kamaljit Singh/Kam Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#8A12419	\$8,259	2.5	\$59,286
16-1	Padilla & Sons Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC# 9A29551	\$8,268	2.9	\$107,615
185-1	Mid Coast Transportation	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9A46932	\$8,275	2.4	\$59,286
12-6	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23234	\$10,543	0.2	\$2,136
143-1	Sugar City Building Materials Company	Repower diesel truck: Unit 12	\$12,930	3.6	\$47,097
144-1	Sugar City Building Materials Company	Repower diesel truck: Unit 14	\$12,930	3.6	\$47,097
12-13	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 97903	\$13,222	0.1	\$1,200
122-3	County of Contra Costa	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 6610	\$13,319	0.6	\$17,000
12-17	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 01907	\$13,592	0.1	\$1,300
12-11	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22614	\$13,793	0.2	\$2,600
12-5	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23233	\$13,813	0.2	\$2,400
12-24	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 01905	\$13,880	0.2	\$2,400
12-18	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 01908	\$13,992	0.1	\$1,100
12-4	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23232	\$14,006	0.2	\$2,600

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
12-2	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23231	\$14,016	0.2	\$2,000
12-19	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 02801	\$14,146	0.3	\$3,820
12-23	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23235	\$14,279	0.3	\$3,700
122-1	County of Contra Costa	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 6608	\$14,280	0.6	\$17,000
12-3	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 29403	\$14,296	0.1	\$1,763
12-26	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 02901	\$14,297	0.1	\$1,083
12-15	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 99903	\$14,298	0.1	\$1,591
12-7	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 95901	\$14,298	0.2	\$2,136
12-22	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22623	\$14,298	0.2	\$2,837
12-20	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22620	\$14,298	0.2	\$1,989
12-16	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 00901	\$14,298	0.1	\$1,413
12-12	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22608	\$14,299	0.3	\$3,962
12-8	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 53227	\$14,299	0.2	\$2,456

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
12-10	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22285	\$14,299	0.2	\$2,582
12-1	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 23230	\$14,299	0.3	\$3,936
12-25	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 04801	\$14,299	0.4	\$4,708
12-21	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 22621	\$14,300	0.2	\$2,128
12-9	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 53228	\$14,300	0.1	\$1,669
12-14	Santa Clara County	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 98901	\$14,300	0.1	\$1,198
24-12	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3308	\$3,345	3.0	\$21,396
24-13	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3309	\$4,093	2.5	\$21,396
24-9	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3139	\$4,315	2.3	\$21,396
24-3	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3002	\$5,252	1.7	\$19,221
24-15	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3311	\$5,597	1.8	\$21,396
24-11	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3307	\$5,750	1.8	\$21,396
108-1	Bay Leasing Co./Solano Garbage Company	Purchase one liquified natural gas refuse collection truck	\$5,875	3.3	\$15,600
24-17	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3313	\$5,888	1.7	\$21,396
24-8	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3138	\$6,080	1.7	\$21,396
24-1	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3000	\$6,376	1.4	\$19,221

Shaded projects meet AB1390 requirements.

Projects Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
24-2	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3001	\$6,497	1.4	\$19,221
24-18	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3314	\$7,076	1.4	\$21,396
24-16	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3312	\$7,164	1.4	\$21,396
24-10	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3306	\$7,303	1.4	\$21,396
24-14	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3310	\$8,146	1.2	\$21,396

Shaded projects meet AB1390 requirements.

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
89-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #37018	\$9,421	15.6	\$212,095
92-1	Top Grade Construction	Compactor repower with Tier 2 engine Serial #86X00895	\$9,968	9.8	\$134,278
39-1	Independent Construction	Crawler tractor repower with Tier 2 engine #33101	\$10,084	16.7	\$231,471
61-1	Independent Construction	Crawler tractor repower with Tier 2 engine #33102	\$10,106	16.7	\$231,971
62-1	Independent Construction	Crawler tractor repower with Tier 2 engine #33106	\$10,106	16.7	\$231,971
50-1	Independent Construction	Compactor repower with Tier 2 engine #44030	\$10,172	9.8	\$137,023
51-1	Independent Construction	Compactor repower with Tier 2 engine #44032	\$10,172	9.8	\$137,023
52-1	Independent Construction	Compactor repower with Tier 2 engine #44033	\$10,172	9.8	\$137,023
25-1	Independent Construction	Earthmover front engine repower with Tier 3 engine and Level 3 PM retrofit # 57017	\$10,332	14.2	\$209,319
26-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57018	\$10,332	14.2	\$209,319
33-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57019	\$10,332	14.2	\$209,319
34-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57025	\$10,332	14.2	\$209,319
35-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57029	\$10,332	14.2	\$209,319
36-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57030	\$10,332	14.2	\$209,319
37-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57034	\$10,332	14.2	\$209,319
38-1	Independent Construction	Scraper front engine repower with Tier 3 engine and Level 3 PM retrofit #57036	\$10,332	14.2	\$209,319

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
66-1	Independent Construction	Scraper repower with Tier 3 engine and Level 3 PM retrofit #31025	\$10,359	14.6	\$212,095
27-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57008	\$10,658	15.1	\$225,259
28-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57009	\$10,658	15.1	\$225,259
30-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57011	\$10,658	15.1	\$225,259
40-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57012	\$10,658	15.1	\$225,259
41-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57031	\$10,658	15.1	\$225,259
85-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #37023	\$11,199	8.7	\$142,146
87-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #37022	\$11,199	8.7	\$142,146
88-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #37019	\$11,199	8.7	\$142,146
89-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #37018	\$11,199	8.7	\$142,146
29-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57010	\$11,215	13.9	\$225,259
31-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit#57002	\$11,215	13.9	\$225,259
32-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57003	\$11,215	13.9	\$225,259
42-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57004	\$11,215	13.9	\$225,259
43-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57005	\$11,215	13.9	\$225,259

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Proposed Grant Award
44-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57006	\$11,215	13.9	\$225,259
45-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57007	\$11,215	13.9	\$225,259
48-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #20007	\$11,215	13.9	\$225,259
49-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57001	\$11,215	13.9	\$225,259
24-4	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3132	\$11,548	0.9	\$21,396
24-5	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3134	\$11,552	0.9	\$21,396
24-7	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3137	\$12,134	0.8	\$21,396
25-2	Independent Construction	Earthmover rear engine repower with Tier 3 engine and Level 3 PM retrofit #57017	\$14,238	10.4	\$209,778
26-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57018	\$14,238	10.4	\$209,778
33-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57019	\$14,238	10.4	\$209,778
34-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57025	\$14,238	10.4	\$209,778
35-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57029	\$14,238	10.4	\$209,778
36-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57030	\$14,238	10.4	\$209,778
37-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57034	\$14,238	10.4	\$209,778
38-2	Independent Construction	Scraper rear engine repower with Tier 3 engine and Level 3 PM retrofit #57036	\$14,238	10.4	\$209,778

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
Marine					
19-1	Flash Sport Fishing	Repower main engine on M/V Jumbo Wegley	\$14,595	4.49	\$51,000
157-1	Crockett Boat Company	Repower main engine on M/V Predator	\$16,483	3.04	\$70,000
116-1	C & W Diving Services, Inc.	Repower main port engine on M/V Elliott II	\$18,518	3.63	\$106,193
102-1	FV Josephine	Repower main engine on M/V Josephine	\$31,434	1.04	\$36,000
On-Road					
190-1	Jose R Topete/Cross County Transport	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D06731	\$15,332	1.54	\$61,825
189-1	Jose R Topete/Cross County Transport	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#9D06731	\$16,514	0.33	\$48,400
135-1	Commercial Power Sweep, Inc.	Repower diesel street sweeper: LIC#4GAU583	\$16,562	1.20	\$33,250
135-2	Commercial Power Sweep, Inc.	Repower diesel street sweeper: LIC#4XCD888	\$16,562	1.20	\$33,250
135-3	Commercial Power Sweep, Inc.	Repower diesel street sweeper: LIC#4GVP164	\$16,562	1.20	\$33,250
131-1	Christine Trevethan/CMT Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B41916	\$16,670	1.38	\$60,608
24-6	Berkeley Farms	Retrofit diesel truck with Level 3 PM DECS: Unit 3135	\$18,528	0.55	\$16,513
122-2	County of Contra Costa	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 6609	\$18,943	0.42	\$17,000
122-4	County of Contra Costa	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 6611	\$19,261	0.43	\$17,000
122-5	County of Contra Costa	Retrofit diesel truck with Level 3 PM/NOx DECS: Unit 6612	\$19,261	0.43	\$17,000
182-2	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 48	\$20,579	0.14	\$52,099
182-26	George Maciel, Inc. Sub. of	Repower and retrofit diesel truck with	\$20,579	0.14	\$52,099

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
	Alviso Rock, Inc.	Level 3 PM DECS: Unit 21			
182-30	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 2	\$20,579	0.14	\$52,099
204-1	Williams Ink Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#3A55900	\$20,666	1.49	\$21,833
135-4	Commercial Power Sweep, Inc.	Repower diesel street sweeper: LIC#4NAT802	\$20,867	1.00	\$33,250
195-1	Frank Herman/Herman's Trucking	Repower and retrofit diesel truck with Level 3 PM/NOx DECS: LIC#5A76546	\$24,891	1.23	\$64,286
97-1	Bode Concrete, LLC	Repower diesel truck: Unit 141	\$33,494	1.15	\$51,832
97-2	Bode Concrete, LLC	Repower diesel truck: Unit 142	\$33,494	1.15	\$51,832
182-27	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 6	\$34,529	-0.11	\$52,099
194-1	Frank Herman/Herman's Trucking	Repower and retrofit diesel truck with Level 3 PM DECS: LIC#5A76546	\$37,550	-0.03	\$48,400
182-18	George Maciel, Inc. Sub. of Alviso Rock, Inc.	Repower and retrofit diesel truck with Level 3 PM DECS: Unit 46	\$37,564	-0.04	\$52,099
97-8	Bode Concrete, LLC	Repower diesel truck: Unit 149	\$38,479	1.16	\$51,832
97-9	Bode Concrete, LLC	Repower diesel truck: Unit 150	\$38,479	1.16	\$51,832
97-10	Bode Concrete, LLC	Repower diesel truck: Unit 151	\$38,479	1.16	\$51,832
97-11	Bode Concrete, LLC	Repower diesel truck: Unit 152	\$38,479	1.16	\$51,832
97-12	Bode Concrete, LLC	Repower diesel truck: Unit 153	\$38,479	1.16	\$51,832
97-3	Bode Concrete, LLC	Repower diesel truck: Unit 143	\$40,256	1.11	\$51,832
97-4	Bode Concrete, LLC	Repower diesel truck: Unit 145	\$40,256	1.11	\$51,832
97-5	Bode Concrete, LLC	Repower diesel truck: Unit 146	\$40,256	1.11	\$51,832
97-6	Bode Concrete, LLC	Repower diesel truck: Unit 147	\$40,256	1.11	\$51,832
97-7	Bode Concrete, LLC	Repower diesel truck: Unit 148	\$40,256	1.11	\$51,832
110-2	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx	\$70,234	0.15	\$25,000

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
		DECS: LIC#9B24786			
110-3	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B28732	\$71,728	0.15	\$25,000
110-5	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D02776	\$71,728	0.15	\$25,000
110-6	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9C52333	\$74,093	0.14	\$25,000
110-7	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D02610	\$79,323	0.13	\$25,000
110-9	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B23730	\$81,234	0.13	\$25,000
110-8	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D71422	\$83,240	0.13	\$25,000
110-1	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D02775	\$84,280	0.13	\$25,000
110-30	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D70220	\$85,256	0.08	\$25,000
110-4	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B85338	\$85,347	0.12	\$25,000
110-28	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D70251	\$88,389	0.14	\$25,000
110-17	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D36262	\$89,290	0.14	\$25,000
110-18	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D12324	\$89,290	0.14	\$25,000
110-20	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D20438	\$89,290	0.14	\$25,000
110-22	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B86319	\$90,211	0.14	\$25,000
110-24	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D36873	\$90,211	0.14	\$25,000
110-23	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx	\$91,151	0.14	\$25,000

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
		DECS: LIC#9D73473			
110-10	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D42650	\$92,110	0.13	\$25,000
110-25	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D75513	\$93,090	0.13	\$25,000
110-13	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D27770	\$95,114	0.13	\$25,000
110-19	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D53483	\$95,114	0.13	\$25,000
110-14	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D28012	\$98,320	0.13	\$25,000
110-29	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D80981	\$100,301	0.07	\$25,000
96-1	Sonoma County Transit	Purchase one compressed natural gas transit bus	\$100,623	0.65	\$50,000
96-2	Sonoma County Transit	Purchase one compressed natural gas transit bus	\$100,623	0.65	\$50,000
96-3	Sonoma County Transit	Purchase one compressed natural gas transit bus	\$100,623	0.65	\$50,000
96-4	Sonoma County Transit	Purchase one compressed natural gas transit bus	\$100,623	0.65	\$50,000
96-5	Sonoma County Transit	Purchase one compressed natural gas transit bus	\$100,623	0.65	\$50,000
110-12	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B90082	\$101,750	0.12	\$25,000
110-11	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D03802	\$102,947	0.12	\$25,000
110-16	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D48273	\$102,947	0.12	\$25,000
110-15	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9B97970	\$108,030	0.11	\$25,000
110-26	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx	\$112,185	0.11	\$25,000

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
		DECS: LIC#9D08894			
110-21	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D62415	\$113,642	0.11	\$25,000
110-27	CAL Leasing, LLC	Retrofit diesel truck with Level 3 PM/NOx DECS: LIC#9D70222	\$116,673	0.11	\$25,000
5-1	Norcal Waste Systems, Inc.	Purchase one liquified natural gas refuse collection vehicle.	\$148,569	0.51	\$67,330
5-2	Norcal Waste Systems, Inc.	Purchase one liquified natural gas refuse collection vehicle.	\$148,569	0.51	\$67,330
205-1	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-2	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-3	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-4	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-5	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-6	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-7	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-8	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-9	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-10	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-11	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-12	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-13	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-14	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-15	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-16	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-17	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-18	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000

Projects Not Recommended for Funding

Project #	Project Sponsor Name	Project Description	Weighted Cost Effectiveness	Lifetime NOx, ROG & PM Emissions Reduction	Requested Grant Award
205-19	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-20	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-21	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-22	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-23	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-24	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-25	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-26	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-27	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-26	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-27	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-28	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-29	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000
205-30	CAL Leasing	Purchase one compressed natural gas truck	\$384,020	0.41	\$40,000

Withdrawn or Ineligible Grant Applications

Project #	Project Sponsor Name	Project Description	Funds Requested	Reason
Withdrawn				
1-1	Pacheco Brothers Gardening, Inc.	Repower one yard tractor	\$8,500	Withdrawn by project sponsor; no incremental cost between rebuild and repower.
3-1	San Francisco Department of the Environment	Retrofit seven street sweeper vehicles (Units 815-820 and 826) with Level 3 PM/NOx DECS	\$121,100	Withdrawn by project sponsor; vehicles will be replaced.
104-1	Richard J. Nannini/Nannini Trucking	Retrofit diesel truck with a DECS: LIC#9C15560	Unknown	Project sponsor did not respond to request for additional information.
197-1	Mark Kammermann/M.K. Transfer	Repower diesel truck: LIC#6F11723	\$61,500	Withdrawn by project sponsor; project sponsor continued with a different grant application to retrofit this truck with a Level 3 PM/NOx DECS.
Ineligible				
106-1	Richmond Pacific Railroad	Retrofit switcher locomotive exhaust SN 4473-4	\$377,975	CARB determined that this is an ineligible project.
114-1	Wittmar Engineering & Construction, Inc.	Cold ironing engine generator for hoteling ships	\$250,000	CARB determined that this is an ineligible project.
159-1	Dittmer Ranch	Replace existing diesel irrigation pump motor with electric motor	\$5,215	No incremental cost between rebuild and repower.

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: March 22, 2007

Re: Transportation Fund for Clean Air (TFCA) Report on Fiscal Year (FY)
2006/2007 Allocations and Effectiveness

RECOMMENDED ACTION

Consider recommending Board of Directors' approval of the *Transportation Fund for Clean Air Report on FY 2006/2007 Allocations and Effectiveness* (attached).

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 the annual surcharge of \$4 per vehicle, applied to over 5 million motor 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.

State law requires that the Board 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 report, provided in Attachment A, summarizes allocations for all projects and programs that received TFCA funds in FY 2006/2007.

DISCUSSION

Key findings of the report include the following:

- TFCA funds have been allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The Air District approved TFCA funding of \$25.5 million for eligible costs: \$15.4 million in Regional Funds (51 projects and 3 programs), \$7.6 million in Program Manager Funds (62 projects) and \$2.4 million in administration and indirect costs.
- Projects and programs funded in FY 2006/2007 are expected to reduce criteria pollutant emissions over their lifetime by an estimated 823 tons, including 201 tons of reactive organic gases (ROG), 517 tons of nitrogen oxides (NO_x), and 106 tons of particulate matter (PM₁₀). The estimated lifetime emissions reduction for carbon dioxide (CO₂), a greenhouse gas, for the projects funded in FY 2006/2007 is approximately 100,800 tons.

- The overall cost-effectiveness of TFCA projects funded in FY 2006/2007 is \$12,997 (TFCA dollars) per ton of criteria pollutant emissions reduced (lifetime ROG, NO_x, and weighted PM₁₀).

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent

Executive Officer/APCO

Prepared by: Geraldina Grünbaum

Reviewed by: Jack M. Colbourn

Attachment

**TRANSPORTATION FUND
FOR
CLEAN AIR**

**REPORT ON FISCAL YEAR 2006/2007
ALLOCATIONS AND EFFECTIVENESS**

**BAY AREA
AIR QUALITY**



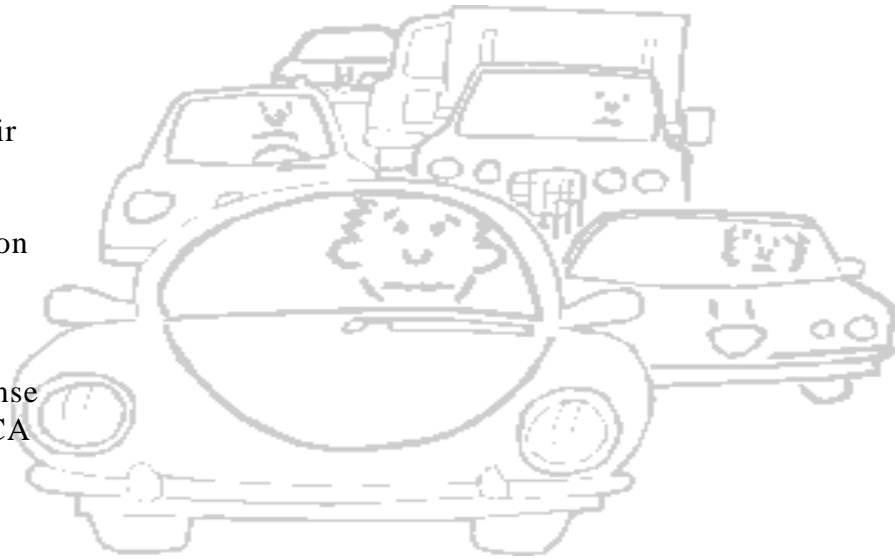
**TRANSPORTATION
FUND FOR
CLEAN AIR**

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

March 2007

Background

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 2006/2007 (FY 2006/07).



Highlights of the TFCA Program in FY 2006/07

- ◆ TFCA funds have been allocated to eligible recipients for eligible projects, consistent with the legislation that enables the TFCA program.
- ◆ In FY 2006/07, the Air District approved TFCA funding of \$25.5 million, including \$23.0 million for 116 eligible projects (\$15.4 million for 54 Regional Fund projects and programs and \$7.6 million for 62 Program Manager Fund projects), and \$2.4 million for administrative costs and Air District indirect costs.
- ◆ In FY 2006/07, \$26.2 million in TFCA funds were available for allocation, including \$22.2 million in calendar year 2006 Department of Motor Vehicle receipts, \$2.3 million in interest, and \$1.7 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 2006/07 are 201 tons of reactive organic gases (ROG), 517 tons of oxides of nitrogen (NO_x), and 106 tons of particulate matter (PM₁₀). Combined lifetime emission reductions for the three pollutants total 823 tons.
- ◆ The estimated lifetime emissions reduction in carbon dioxide (CO₂), a greenhouse gas, for the projects funded by TFCA in FY 2006/07 is approximately 100,800 tons.
- ◆ The aggregate cost-effectiveness of all projects funded by TFCA in FY 2006/07 is \$12,997 (TFCA dollars) per ton of emissions reduced (lifetime ROG, NO_x, and weighted PM₁₀).
- ◆ Since the inception of the TFCA program in 1992, the Air District has allocated a total of about \$337 million in TFCA funds to approximately 1,960 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." MSMs 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 2006/07 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**

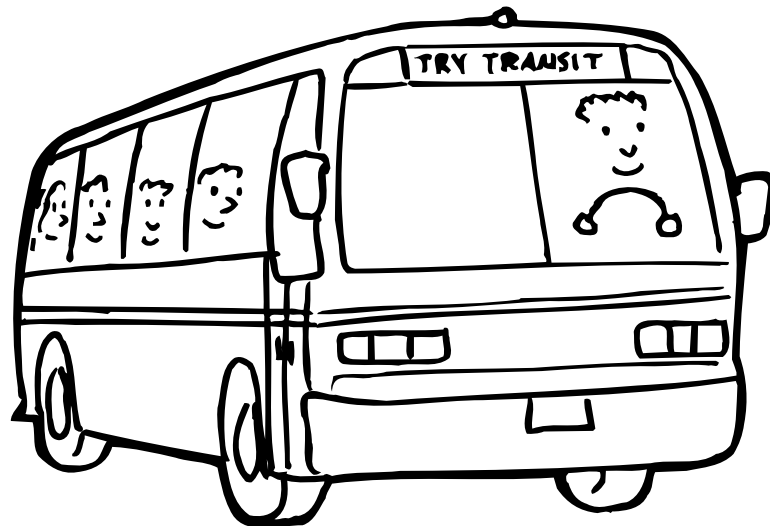
The TFCA Program

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.^a

Revenues raised by the aforementioned surcharge are allocated by the Air District through the TFCA. TFCA grants were awarded to private entities and public agencies, including 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



^a Revenues from an additional \$2 surcharge in motor vehicle registrations, authorized by Assembly Bill 923 (Firebaugh, 2004), 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. In FY 2006/07, the Vehicle Buy Back Program, a voluntary program administered by the Air District to scrap older, higher polluting vehicles historically funded with TFCA funds, was funded with \$7.4 million in funds from the MSIF.



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 Incentive, and Spare the Air programs. The remainder of the Regional Funds is distributed to public agencies and private entities 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 2006/07 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 2006/07 Regional Funds</i>	<i>Points</i>
TFCA Funding Effectiveness	60
Greenhouse Gas Emission	10
Other Project Attributes	10
Clean Air Policies and Programs	10
Disadvantaged and Particulate Matter (PM) Impacted Communities	10
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 are 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 of emissions reduced).

In calendar year 2006, \$22.2 million in new funding was received from the \$4 surcharge on motor vehicle registrations. Additional funds were available from interest earned on TFCA funds (\$2.3 million) and from prior funded projects that were completed under budget, withdrawn or canceled (\$1.7 million).

Projects Funded by TFCA

In FY 2006/07, the TFCA program awarded \$25.5 million in grants. A total of \$15.4 million in Regional Funds allocations included \$3.6 million for three programs administered by the Air District (Appendix A) and \$11.8 million in grants to other public agencies for 51 projects (Appendix B). Grants totaling \$7.6 million in Program Manager Funds were awarded to implement 62 local projects (Appendix C). Administrative and indirect costs for managing Air District programs, Regional Fund and Program Manager Fund projects totaled \$2.4 million.

Projects to reduce emissions from the heavy-duty fleet, including **Diesel Repowers/Retrofits** and **Natural Gas**

Vehicles received the largest percentage of funds, 28.3%. Together, **Transit/School Buses** and **Shuttle/Feeder Bus** projects, connecting people between home, transit, school and work, received 16.0% of the total available funding. **Trip Reduction/Ridesharing** projects, providing services and incentives to encourage the use of carpools and vanpools, received 14.4% of the total funding. **Bicycle Facilities**, including bicycle lanes, paths, routes, lockers and racks, received 9.3% of the total funds. The Air District's **Spare the Air Program** received 8.7%, while **Arterial Management** projects, including signal timing to smooth traffic flow, received 6.1% of available funding. A summary of the funding for and estimated emission reductions resulting from TFCA projects funded in FY 2006/07 is provided below.

Category	# of FY 2006/07 Projects	FY 2006/07 TFCA \$	% of 06/07 TFCA \$	Emission Reductions (tons) ⁽¹⁾	% of Emission Reductions
Diesel Repowers/Retrofits	25	\$4,647,610	18.2%	233	28.3%
Trip Reduction/Ridesharing	22	\$3,669,189	14.4%	146	17.7%
Smoking Vehicle Program	1	\$775,424	3.0%	132	16.0%
Natural Gas Vehicles	9	\$2,583,463	10.1%	128	15.5%
Bicycle Facilities	29	\$2,371,988	9.3%	40	4.9%
Arterial Management	7	\$1,568,636	6.1%	39	4.7%
Shuttle/Feeder Buses	11	\$3,502,527	13.7%	34	4.1%
Spare the Air Program	1	\$2,229,349	8.7%	32	3.9%
Transit/School Buses	5	\$578,892	2.3%	26	3.1%
Smart Growth	1	\$351,508	1.4%	9	1.0%
Light-Duty Vehicle Incentives	2	\$602,000	2.4%	3	0.4%
Transit Marketing	1	\$124,055	0.5%	2	0.2%
Infrastructure	2	\$75,000	0.3%	n/a	n/a
Administration/Indirect Costs ⁽²⁾	n/a	\$2,441,498	9.6%	n/a	n/a
T O T A L ⁽³⁾	126	\$25,521,139	100%	823	100%

n/a = not applicable. No direct emission reductions are attributed to Infrastructure or Administration/Indirect Costs.

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

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

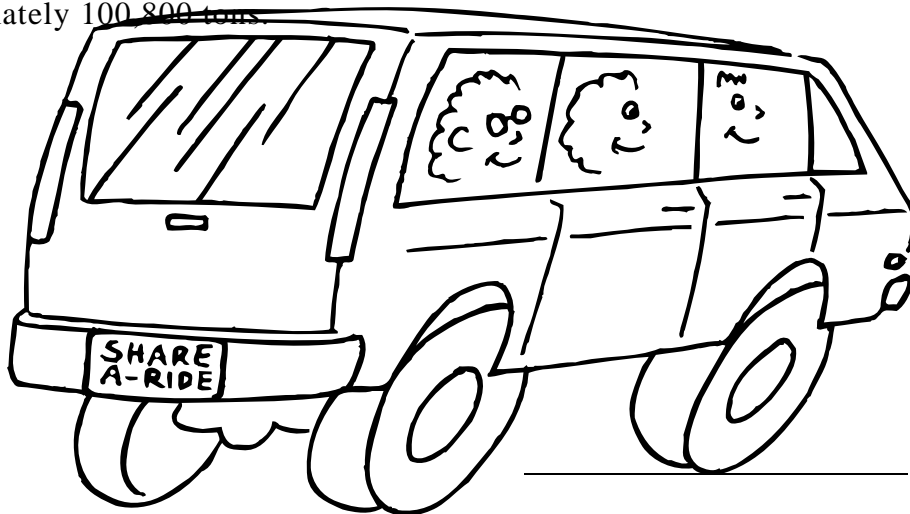
(3) Totals may vary due to rounding.

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 2006/07 is 823 tons – this represents the sum of ozone precursors (201 tons of ROG and 517 tons of NO_x) and particulate matter (106 tons of PM₁₀). This figure includes 387 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 2006/07 amount to approximately 100,800 tons.



Cost-Effectiveness

The cost-effectiveness of the TFCA program in FY 2006/07 is calculated by dividing the TFCA funds allocated to projects by the projects' estimated lifetime criteria pollutant emissions reductions (ROG, NO_x, and weighted PM₁₀^b combined). The result is TFCA dollars per ton of reduced emissions. The aggregate cost-effectiveness for FY 2006/07 TFCA funding allocations is \$12,997 per ton of reduced emissions. This compares to an aggregate cost-effectiveness of \$18,298 per ton of reduced emissions for projects funded by TFCA in the FY 2005/06 cycle.^c

Projects

Appendices A, B, and C list all the projects that received TFCA funding in FY 2006/07.

^b Consistent with California Air Resources Board methodology to calculate PM emission reductions for the Carl Moyer Program, PM emissions were weighted to account for their elevated harmful impacts on human health.

^c PM emissions were not weighted in the cost-effectiveness calculations for FY 2005/06.

APPENDIX A: FY 2006/07 TFCA-Funded Air District Programs

Project #	Sponsor	Project Title	TFCA \$ Awarded
06R01	BAAQMD	Smoking Vehicle Program	\$775,424
06R03	BAAQMD	Spare The Air Program	\$2,229,349
06R04	BAAQMD	Vehicle Incentive Program*	\$600,000
		SUB-TOTAL: 3 Programs	\$3,604,773
06R00	BAAQMD	Administration	\$1,300,992
	BAAQMD	Air District Indirect Costs	\$827,584
		SUB-TOTAL: Administration and Indirect Costs	\$2,128,576**
		T O T A L	\$5,733,349

* All funds allocated to the Vehicle Incentive Program (project 06R04) are “pass-through” funds from the Air District to public agencies to acquire eligible light-duty clean air vehicles.

** Administration and Indirect Costs may be covered in part by funds from the Air District General Fund.

APPENDIX B: FY 2006/07 TFCA Regional Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
06R94	Airline Coach Service	Retrofit Two (2) Diesel Minibuses	\$40,943
06R34	Amador Valley Industries, LLC	Purchase Two (2) Compressed Natural Gas Solid Waste Collection Vehicles	\$100,000
06R49	Black Tie Transportation	Retrofit Six (6) Diesel Minibuses	\$31,993
06R67	Blue Line Transfer, Inc.	Retrofit Three (3) Diesel Transfer Trucks	\$68,501
06R26	City of Berkeley	Purchase Six Compressed CNG Refuse Collection Vehicles	\$150,000
06R72	City of Berkeley	Transportation Alternatives Marketing and Outreach, 2007, 2008	\$32,529
06R73	City of Berkeley	FlexVan Vanpool and Carsharing Program	\$17,871
06R74	City of Berkeley	West Berkeley Shuttle	\$20,600
06R07	City of El Cerrito	San Pablo Avenue Transit, Streetscape, Bicycle and Pedestrian Access Improvements	\$351,508
06R75	City of Redwood City	Redwood City Community Shuttle Service	\$14,064
06R51	Coach 21	Retrofit Ten (10) Diesel Buses	\$240,909
06R52	Compass Transportation	Retrofit Twelve (12) Diesel Buses	\$284,564
06R15	County of Contra Costa	North Richmond Area Bikeway Project	\$65,000
06R53	Cummins West	Retrofit Two (2) Cummins West Field Service Trucks	\$10,000
06R54	CUSA FL LLC	Retrofit Eighteen (18) Diesel Buses	\$430,619
06R55	Diamond Tank Lines	Retrofit Two (2) Heavy-duty Diesel Trucks	\$42,793
06R43	Eastside Union High School	Repower Two (2) Heavy-duty Diesel School Buses	\$105,926
06R17	Golden Gate Park Concourse Authority	Page & Stanyan Bicycle and Pedestrian Improvement Project	\$35,000
06R58	Marin Airporter	Retrofit Fifteen (15) Diesel Buses	\$359,478
06R59	Mercury Tours	Retrofit Ten (10) Diesel Buses	\$224,490
06R82	Metropolitan Transportation Commission	Regional Rideshare Program	\$1,000,000
06R44	Milpitas Unified School District	Repower Two (2) Heavy-duty Diesel School Buses	\$95,326
06R61	North Bay Corporation	Retrofit Fifteen (15) Heavy-duty Diesel Trucks	\$288,849
06R35	Northbay Corp	Purchase Six (6) Compressed Natural Gas Solid Waste Collection Vehicles	\$474,000
06R36	Pacific Gas & Electric	Purchase Twenty (20) Compressed Natural Gas Heavy-duty Trucks	\$500,000
06R83	Peninsula Corridor Joint Powers Board	Caltrain Weekday Shuttle Bus Service	\$1,034,355
06R37	Pleasanton Garbage Service, Inc.	Purchase Four (4) Compressed Natural Gas Solid Waste Collection Vehicles	\$200,000
06R86	Presidio Trust	PresidiGo Downtown Shuttle Service	\$125,000
06R45	Ravenswood City School	Repower Three (3) Heavy-duty Diesel School Buses	\$142,989
06R46	River Delta Unified School	Repower 2 heavy-duty diesel school buses with cleaner diesel engines.	\$95,326
06R63	Royal Coach Lines	Retrofit Sixteen (16) Diesel Buses	\$383,191
06R64	S.F. Navigatour, Inc.	Retrofit Three (3) Diesel Buses	\$74,914

APPENDIX B: FY 2006/07 TFCA Regional Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
06R10	SamTrans	Adaptive Transit Signal Priority	\$422,731
06R32	San Francisco International Airport	Purchase Seventeen (17) Compressed Natural Gas Heavy-duty Shuttle Buses	\$198,000
06R48	San Francisco International Airport	Retrofit Twenty-seven (27) Diesel Shuttle Vehicles	\$609,711
06R18	San Francisco MTA	North Point Street Bicycle Lanes between The Embarcadero and Van Ness Avenue	\$92,600
06R87	San Joaquin Regional Rail Commission	Shuttle Bus Service - Pleasanton ACE to Stoneridge Business Park	\$36,439
06R88	San Joaquin Regional Rail Commission	Shuttle Bus Service - Pleasanton ACE and Dublin/Pleasanton BART Stations	\$50,000
06R89	San Jose State University - Associated Students	Trip Reduction Program	\$100,000
06R90	Santa Clara Valley Transportation Authority	ACE Shuttle Program	\$950,000
06R65	Sheedy Drayage	Retrofit Six (6) Heavy-duty Diesel Trucks	\$147,323
06R40	Solano Garbage Company/Bay Leasing	Purchase Two (2) Compressed Natural Gas Solid Waste Collection Vehicles	\$68,452
06R68	Sonoma County Airport Express	Retrofit Thirteen (13) Diesel Buses	\$315,824
06R39	South San Francisco Scavenger Co.	Purchase One (1) Compressed Natural Gas Roll-off Truck	\$91,011
06R66	South San Francisco Scavenger Company	Retrofit Five (5) Diesel Solid Waste Collection Vehicles	\$55,125
06R69	Sysco Food Service	Retrofit Twenty-one (21) Heavy-duty Diesel Delivery Trucks	\$374,588
06R70	Thunderstar Stages	Retrofit Six (6) Diesel Buses	\$149,828
06R41	Tri Ced Community Recycling	Purchase Ten (10) Compressed Natural Gas Recycling Trucks	\$500,000
06R92	University of California, San Francisco	UCSF Mission Bay BART Powell Street Shuttle	\$88,808
06R20	University of California, San Francisco	UCSF/Mt. Zion Medical Center Bike & Ride - Secure Bicycle Parking	\$39,999
06R42	Waste Management	Purchase Fourteen (14) Liquefied Natural Gas Recycling Trucks	\$500,000
		T O T A L : 51 projects	\$11,831,177

APPENDIX C: FY 2006/07 TFCA Program Manager Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
06ALA01	County of Alameda	Guaranteed Ride Home Program	\$150,000
06CC01	West Contra Costa Transportation Advisory Committee	West Contra Costa Employer Based Trip Reduction	\$120,215
06CC02	West Contra Costa Transportation Advisory Committee	Countywide Guaranteed Ride Home Program	\$165,300
06CC03	West Contra Costa Transportation Advisory Committee	I-80 Corridor Transit Program	\$85,214
06CC04	West Contra Costa Transportation Advisory Committee	West Contra Costa Bicycle Rack Program	\$49,000
06CC05	TRANSPAC/City of Pleasant Hill	Central/East County Employer Outreach Program	\$207,500
06CC06	TRANSPAC/City of Pleasant Hill	Countywide Carpool Incentive Program	\$195,500
06CC07	TRANSPAC/City of Pleasant Hill	Countywide Transit Incentive Program	\$406,113
06CC08	City of San Ramon	511 Contra Costa Countywide Vanpool Incentive Program	\$90,000
06CC09	City of San Ramon	511 South Contra Costa County Employer Program	\$72,090
06CC10	City of San Ramon	511 South Contra Costa County School Transit Ticket Program	\$26,450
06CC11	City of San Ramon	511 Contra Costa Countywide Clean Fuel Vehicle Program	\$10,000
06CC12	City of Lafayette	Lamorinda School Bus Program	\$50,000
06CC13	City of Antioch	Bicycle Trail Project	\$156,187
06MAR01	County of Marin	Class 1 Bicycle Path - Cal Park Hill Tunnel Rehab & Multi Use Pathway	\$536,252
06MAR02	City of Sausalito	Slow-Fill CNG Fueling Station	\$65,000
06NAP01	City of American Canyon	Class I in American Canyon Connector	\$86,000
06NAP02	City of Napa/County of Napa	Trancas Class II	\$100,000
06NAP03	City of American Canyon	Wetlands Edge Bikeway Extension	\$40,000
06NAP04	Napa County Transportation Planning Agency	Transit Bus Particulate Filters	\$38,000
06NAP05	STA Solano Napa Commuter Information	Commuter Incentives and Guaranteed Ride Home	\$25,000
06NAP06	County of Napa	Bike Lockers	\$5,000
06NAP07	Napa County Transportation Planning Agency	Hybrid Transit Buses	\$112,828
06SC01	Santa Clara Valley Transportation Authority	Light Rail Shuttle Program	\$485,000
06SC02	City of Sunnyvale	Multimodal Station Bike Parking	\$11,000
06SC03	City of Sunnyvale	Mathilda Avenue Adaptive Traffic Signal Project	\$175,905
06SC04	City of Los Altos	Citywide Bicycle Racks Installation	\$17,250
06SC05	City of Mountain View	Stevens Creek Bicycle Trail Reach 4	\$275,000
06SC06	County of Santa Clara	Lawrence Expressway Weekend Signal Timing	\$45,000
06SC07	County of Santa Clara	San Tomas Expressway Traffic Signal Controller Assemblies	\$90,000
06SC08	City of San Jose	On-Street Bicycle Racks	\$40,000
06SC09	City of San Jose	Light Rail Transit Controller Upgrade Project	\$600,000
06SF01	BART	Electronic Bicycle Lockers	\$69,500
06SF02	County of San Francisco	Bicycle Fleet Program	\$18,900
06SF04	County of San Francisco	Class 2 Bicycle Lane -Cesar Chavez Street	\$79,000
06SF05	County of San Francisco	Class 2 and Class 3 Bicycle Lane - Claremont Boulevard Bike Lane	\$27,700
06SF06	County of San Francisco	Class 2 and Class 3 Bicycle Lane - McAllister Street	\$47,000
06SF07	County of San Francisco	Class 2 Bicycle Lane - Ocean Avenue	\$56,000

APPENDIX C: FY 2006/07 TFCA Program Manager Fund Projects

Proj#	Sponsor	Project Title	TFCA\$ Awarded
06SF08	County of San Francisco	Class 2 Bicycle Lane - Portola Drive	\$50,200
06SF09	County of San Francisco	Class 2 Bicycle Lane- Sagamore Street/Sickles Avenue	\$71,800
06SF10	County of San Francisco	Class 2 Bicycle Lane - Kansas Street	\$25,000
06SF11	County of San Francisco	Class 2 Bicycle Lanes - Clipper Street	\$32,000
06SF12	County of San Francisco	Class 2 Bicycle Lanes - Kirkham Street	\$89,000
06SF13	County of San Francisco	Transit Signal Priority Emitters	\$36,400
06SF14	San Francisco International Airport	CNG Hotel Shuttles	\$204,000
06SM01	City of Menlo Park	Mid Day Shuttle	\$45,000
06SM02	Peninsula Traffic Congestion Relief Alliance	County-wide Transportation Demand Management Program	\$450,000
06SM03	SamTrans	SamTrans Shuttle Bus Program	\$638,000
06SOL01	City of Fairfield	Solano Bikeway Extension- McGary Road	\$90,000
06SOL02	City of Benicia	Shuttle Service: Benicia Industrial Park to Vallejo Ferry Terminal	\$29,325
06SOL03	STA Solano Napa Commuter Information	Transit and Bicycle Service and Outreach	\$210,000
06SON01	Sonoma County Transit	Transit Marketing Program	\$124,055
06SON02	Sonoma County Transit	Cotati Intermodal Facility / Park & Ride	\$32,000
06SON03	Sonoma County Transit	Multi-Agency Bus Stop Information Project	\$30,000
06SON04	City of Rohnert Park	Redwood Drive Class II Bicycle Lanes	\$14,500
06SON05	City of Rohnert Park	Rohnert Park Expressway Class II Bicycle Lanes	\$142,000
06SON06	City of Rohnert Park	Rohnert Park Expressway Signal Coordination	\$40,000
06SON07	City of Santa Rosa	Student/Youth Pass Subsidy	\$80,000
06SON08	City of Santa Rosa	Voluntary Trip Reduction Program	\$154,507
06SON09	City of Sebastopol	One Hybrid Light Duty Vehicle	\$2,000
06SON10	City of Petaluma	Roundabout at McDowell Blvd South and Baywood Drive	\$195,000
06SON11	Town of Windsor	Arata Lane & Hembree Lane Bicycle Lanes	\$30,000
		SUB-TOTAL : 62 projects	\$7,643,691
06ALA00	Alameda County CMA	Program Administration Cost	\$7,500
06CC00	Contra Costa Transportation Authority	Program Administration Cost	\$67,812
06MAR00	Transportation Authority of Marin	Program Administration Cost	\$17,912
06NAP00	Napa County Transportation Planning Agency	Program Administration Cost	\$5,000
06SC00	Santa Clara Valley Transportation Authority	Program Administration Cost	\$81,956
06SF00	San Francisco County Transportation Authority	Program Administration Cost	\$36,507
06SM00	San Mateo C/CAG	Program Administration Cost	\$50,800
06SOL00	Solano Transportation Authority	Program Administration Cost	\$15,986
06SON00	Sonoma County Transportation Authority	Program Administration Cost	\$29,449
		SUB-TOTAL : Administration Costs	\$312,922
		TOTAL	\$7,956,613