



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

WEDNESDAY
APRIL 25, 2007
IMMEDIATELY FOLLOWING
BUDGET & FINANCE COMMITTEE MEETING

FOURTH FLOOR CONFERENCE ROOM
DISTRICT OFFICES

AGENDA

1. **CALL TO ORDER - ROLL CALL**
2. **PUBLIC COMMENT PERIOD** (*Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3*) Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.
3. **APPROVAL OF MINUTES OF MARCH 29, 2007**
4. **PROPOSED TRANSPORTATION FUND FOR CLEAN AIR (TFCA) GRANT FUNDING FOR A ZERO-EMISSION BUS ADVANCED DEMONSTRATION PROJECT** **J. Broadbent/5052**
jbroadbent@baaqmd.gov
The Committee will consider recommending Board of Directors' approval of the allocation of TFCA Regional Funds for a Zero-Emission Bus Advanced Demonstration Project.
5. **REALLOCATION OF DIESEL BACK-UP GENERATOR MITIGATION FUNDS TO FUND ADVANCED TECHNOLOGY PROJECTS** **J. Roggenkamp/4646**
jroggenkamp@baaqmd.gov
The Committee will consider recommending Board of Directors' approval of the allocation of diesel back-up generator mitigation funds in an amount not to exceed \$350,000 to fund advanced technology projects.
6. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER AUDIT REPORT** **J. Colbourn/5192**
jcolborun@baaqmd.gov
Staff will provide a report on the TFCA County Program Managers Audit.

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, May 24, 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: April 12, 2007

Re: Mobile Source Committee Draft Minutes

RECOMMENDED ACTION:

Approve attached draft minutes of the Mobile Source Committee meeting of March 29, 2007.

DISCUSSION

Attached for your review and approval are the draft minutes of the March 29, 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) 749-5000**

DRAFT MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
9:30 a.m., Thursday, March 29, 2007

1. **Call to Order – Roll Call:** Chairperson Tim Smith called the meeting to order at 9:33 a.m.

Present: Tim Smith, Chairperson; Tom Bates, Scott Haggerty (9:37 a.m.), Carol Klatt, Patrick Kwok, Jake McGoldrick (9:46 a.m.).

Absent: Jerry Hill, John Silva, Gayle B. Uilkema.

Also Present: Mark Ross, Pamela Torliatt (9:44 a.m.).

2. **Public Comment Period:** There were none.

3. **Approval of Minutes of January 8, 2007:** Director Kwok moved approval of the minutes; seconded by Director Klatt; carried unanimously without objection.

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:**
The Committee considered recommending Board of Directors' approval of 1) proposed revisions to TFCA Policies and Evaluation Criteria to govern allocation of FY 2007/2008 TFCA Regional 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.

Jean Roggenkamp, Deputy APCO, introduced the item and stated that the Regional Fund Policies are brought to the Board each year. Staff is recommending a streamlined program for some specific project types, allocation of specific dollar amounts for certain types of projects, and to set aside funding for advanced technology vehicle demonstration projects.

David Wiley, Supervising Environmental Planner, discussed and presented proposed revisions to Transportation Fund for Clean Air (TFCA) Regional Fund policies and evaluation criteria for fiscal year 2007/2008.

Director Scott Haggerty arrived at 9:37 a.m.

Mr. Wiley also reviewed the establishment of a Bicycle Facility Program (BFP) for fiscal year 2007/2008 and noted that the BFP would be separate from the TFCA Regional fund process. The initial funding level for the BFP is recommended to be \$600,000 a year.

The TFCA Regional Fund Policies and Evaluation Criteria were reviewed and Mr. Wiley highlighted the substantive changes. Staff recommends that the Committee recommend Board of Directors' approval of:

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

Director Pamela Torliatt arrived at 9:44 a.m. and Director Jack McGoldrick arrived at 9:46 a.m.

The Committee discussed the BFP and Ms. Roggenkamp noted that the Board and Committee can modify the policies and guidelines when they are reviewed each year. The BFP is new and this is just a starting point. Director Bates requested staff provide periodic reports on the Bicycle Facility Program to the Committee.

The Committee discussed Policy #28 regarding advanced technology demonstration projects and eligibility for this funding. The projects would have to meet the cost-effectiveness criterion. In response to a question from Board Chair Ross, Jack Broadbent, Executive Officer/APCO, stated that staff is only discussing the amount of the allocation for these projects and that staff will come back to the Committee with specific projects at a later date. It was noted that applicants would receive extra points for reducing greenhouse gas emissions.

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

5. **Carl Moyer Program Grant Allocations:** *The Committee considered recommending Board of Directors' approval of awarding grants to applicants for the Carl Moyer Program Year 8 and Year 9 funding cycles.*

Jack Colbourn, Director of Outreach and Incentives, clarified that the agenda should read Year 8 and Year 9 funding cycles.

Joseph Steinberger, Principal Environmental Planner, presented the report and stated that there are two funding sources for these grant allocations – Carl Moyer funds and Mobile Source Incentive Funds (MSIF). Mr. Steinberger reviewed the background of the Moyer Program and noted that at least 50% of funds must be allocated to eligible projects in communities where there is a high level of particulate matter (PM) exposure among sensitive populations. Background information on the MSIF was provided to the Committee and \$900,000 is accruing in the MSIF each month.

Mr. Steinberger outlined the eligible equipment types, Year 8 Moyer Guidelines, the solicitation of grant applications, and the evaluation process for the grant applications. There is \$21,761,710 in Moyer funding available for allocation by combining Year 8 and Year 9 funds. To achieve the Air District's required matching funds, \$4,103,646 in MSIF revenues would be allocated. The evaluation results were reviewed as well as the recommended projects.

Staff recommends that the Committee recommend Board of Directors' approval of:

1. Allocation of \$21,761,710 in Carl Moyer Program Year 8 and Year 9 funding cycle funds for the eligible projects listed in Attachment 1 of the staff report;
2. Allocation of \$4,103,646 in MSIF revenues for the eligible projects listed in Attachment 1 of the staff report;
3. Funding for the projects listed in Attachment 2 of the staff report as contingency projects to be funded with either Moyer for 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 Attachments 1 and 2.

During discussion, the Committee provided direction to staff regarding working on items in the Moyer program including more outreach to the wine industry, putting a cap on how much Moyer funding a company can receive, and designing a matrix that projects impacted communities. In addition, a request was made to staff to prepare a separate chart that indicates the total funding that each entity is receiving and that it be available to the full Board before its next meeting. There was some discussion on private companies that may be in litigation with public agencies and if that could affect funding they receive. School bus retrofits were also discussed.

Director Haggerty moved the staff recommendations, that staff would come back to the Committee regarding the school bus issue, putting a cap on Moyer funding a company can receive, and including the other issues the Committee discussed. The motion includes removing Project # 87-1 and Project # 88-1 and using that money for outreach to the wineries. There was no second to the motion.

After a brief discussion, Director Haggerty withdrew his motion.

Committee Action: Director Haggerty moved that the Committee recommend Board of Directors' approval of the staff recommendations; seconded by Director Bates.

It was noted that the Committee provided direction to staff on several items and staff will report back to the Committee on these items at a later date. The motion then carried unanimously without objection.

6. Transportation Fund for Clean Air (TFCA) Annual Report: *The Committee considered recommending Board of Directors' approval of the report titled Transportation Fund for Clean Air Report on FY 2006/2007 Allocations and Effectiveness.*

Juan Ortellado, Grant Programs Manager, presented the item and stated that the Report is prepared to fulfill a requirement in the State law to review the expenditure of TFCA funds annually to determine their effectiveness. The Report includes a list of all the projects and programs funded, the funding allocations, and estimated emission reductions. Mr. Ortellado reviewed the funding programs, the lifetime emission reductions, and the aggregate cost-effectiveness for fiscal year 2006/07.

Staff recommends that the Committee recommend Board of Directors' approval of the *Transportation Fund for Clean Air Report on FY 2006/2007 Allocations and Effectiveness*. There were no public comments on this agenda item.

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

7. Committee Member Comments/Other Business: There were none.

8. Time and Place of Next Meeting: 9:30 a.m., Thursday, April 26, 2007 – 939 Ellis Street, San Francisco, CA 94109

9. Adjournment: The meeting adjourned at 11:00 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: April 18, 2007

Re: Proposed Transportation Fund for Clean Air (TFCA) Grant Funding
for the Zero-Emission Bus Advanced Demonstration Project

RECOMMENDED ACTION

Consider recommending Board of Directors approval of:

1. both the allocation of \$2,000,000 in TFCA Regional Funds to the Zero-Emission Bus Advanced Technology Demonstration Project, and exceptions to fiscal year 2007/2008 TFCA Regional Fund policies #1, #2, #10, and #25 necessary for such a grant award.
2. the authorization for the Executive Officer to enter into a funding agreement with the recipient of the previously mentioned grant allocation.

BACKGROUND

In February 2000, the California Air Resources Board (CARB) adopted the Public Transit Bus Fleet Rule for Transit Agencies (fleet rule) to reduce emissions from public transportation vehicles. The fleet rule defines emission standards for new urban bus engines and vehicles, specifies fleet-wide requirements applicable to each transit agency, and promotes the use of advanced technologies by adopting a zero-emission bus (ZEB) demonstration program and ZEB acquisition requirements applicable to larger transit agencies (those that operate more than 200 buses). All five transit agencies to which the ZEB demonstration program requirement applies are located in the Bay Area.

Four Bay Area transit agencies have been working on the demonstration of fuel cell technology over the last several years: Alameda-Contra Costa Transit District (AC Transit), Golden Gate Bridge, Highway and Transportation District (GGBHTD), San Mateo County Transit District (SamTrans), and Santa Clara Valley Transportation Authority (VTA). These transit agencies, in addition to the San Francisco Municipal Transportation Agency (SFMTA/MUNI), are currently developing a Zero Emission Bay Area (ZEBA) Advanced Demonstration Project in response to the ZEB regulation.

The Metropolitan Transportation Commission (MTC) submitted a grant request to the Air District for \$5,000,000 in funding from the Transportation Fund for Clean Air (TFCA) Regional Fund, on behalf of the ZEB Working Group. The requested funding would support the procurement of nine new ZEBs, which are estimated to cost a total of \$20.25 million. The total capital cost of the regional demonstration project is currently estimated to total \$37 million, and also includes the upgrading of three existing ZEBs, and the provision of associated fueling and maintenance infrastructure. Additional funding for this project has been secured or is being sought from a variety of sources, including the Federal Transportation Administration National Fuel Cell Program (\$3,100,000 committed), the Regional Transit Capital Shortfall Funds (\$15,000,000 committed, \$5,000,000 tentative), the Hydrogen Highway Fund (\$3,560,000 committed, \$3,340,000 tentative), and the State Alternative Fuel Incentives (\$2,000,000 tentative). The grant request states that a successful startup of the ZEB Advanced Demonstration Program requires a signed agreement with the proposed fuel cell bus manufacturer by early May 2007.

Regarding the Air District's TFCA, State law allows air districts to impose a surcharge on motor vehicle registration fees paid within their jurisdictions to fund the implementation of transportation control measures and mobile source measures. Funds from an annual surcharge of \$4 per vehicle are allocated by the Board of Directors through the TFCA program to projects that reduce emissions from mobile sources. The TFCA Regional Fund is administered directly by the Air District to fund various programs and projects.

DISCUSSION

Staff believes that the proposed ZEB Advanced Demonstration Project is a commendable regional effort aimed at promoting advanced clean-air technology for urban transit buses. However, exceptions to certain TFCA Regional Fund policies (described below) would be necessary in order for the Air District to provide TFCA Regional Funds for this project. All references below apply to the TFCA Regional Fund Policies and Evaluation Criteria for fiscal year 2007/2008, recently adopted by the Board on April 4, 2007. The issues are as follows:

1. The TFCA requirement (Policy #1) that limits funding to projects that achieve emission reductions beyond the requirements of applicable regulations or legally binding obligations, such as the ZEB regulation. An exception to this policy would be required since the ZEB Advanced Demonstration project is required by CARB's fleet rule.
2. The cost-effectiveness of the project, i.e., the ratio of TFCA funds requested relative to the emission reductions that would be achieved by the project. State law requires the Air District to adopt cost-effectiveness criteria that maximize emissions reductions and public health benefits. A grant of \$2 million would require that the current TFCA requirement (Policy #2) on cost-effectiveness would have to be amended for this project to approximately \$125,000 per ton of emission reductions.

3. The TFCA requirement (Policy #10) that no single public agency project may receive more than \$1,500,000 in TFCA Regional Funds in any given funding cycle. The recommended amount exceeds this maximum amount. An exception to this policy would be required.
4. The TFCA requirement (Policy #25) for a project sponsor with model-year 1993 or older heavy-duty diesel vehicles in its fleet to scrap a certain number of these vehicles. The grant request does not propose that any buses be scrapped, stating that the ZEB project would not replace any buses since it is an experimental demonstration of vehicles. An exception to this TFCA policy would be required.

Staff recommends that the necessary exceptions and amendments to TFCA Regional Fund policies described above be made for the ZEB Advanced Demonstration Project only. Further, staff recommends a grant amount of \$2 million, versus the \$5 million requested. An award of \$5 million would allocate over 40% of the funds available to TFCA Regional Fund projects in a typical fiscal year and entail a substantially higher cost-effectiveness level for the project. Staff's recommendation is based on the project's unique potential to demonstrate zero-emission bus technology around the Bay Area, and on its level of support from various funders.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Smith and
Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 18, 2007

Re: Reallocation of Diesel Back-Up Generator Mitigation Funds to Fund a Shore-Side Power Project and a Hybrid Electric School Bus

RECOMMENDED ACTION

Recommend Board of Directors approval of:

1. the allocation of Diesel Back-Up Generator (BUG) Mitigation funds, as follows:
 - \$100,000 for a hybrid-electric bus project to be implemented by the Napa Unified School District, and
 - \$250,000 for a shore-side power project to be implemented by Wittmar Engineering & Construction, Inc. (Wittmar) at the Port of Oakland.
2. the authorization for the Executive Officer to enter into funding agreements with recipients of previously mentioned BUG fund allocations.

BACKGROUND

Advances in cleaner fuel formulations, engine design and emission control systems have led to a significant reduction in harmful emissions from on-road and off-road engines. In recent years, the hybrid-electric engines for motor vehicles and shore-side power generation for marine vessels have received increased attention.

In 2005, Advanced Energy, a Raleigh, N.C.-based nonprofit corporation, initiated a buyer's consortium of school districts, state energy agencies and student transportation providers to create a critical mass of demand for plug-in hybrid electric school buses. Plug-in hybrid electric school buses offer both health and financial benefits over conventional diesel school buses. First, hybrid buses produce far fewer harmful emissions than conventional buses during operation and also nearly eliminate idling emissions. Second, hybrid buses have lower operation and maintenance costs than conventional buses as a result of increased fuel efficiency and reduced wear on the diesel engine. While initial costs of a hybrid bus are higher than those for a conventional bus, estimates indicate that the lifecycle costs of both bus types are comparable given the lower operational and maintenance costs of the hybrid bus. At the same time, over that same lifecycle, the plug-in hybrid electric bus emits far fewer emissions, decreasing the health risks of both the school children riding the bus and the community as a whole.

Large marine vessels generate a significant amount of air pollution when they call at a port. The pollution comes from the use of the vessels' auxiliary diesel engines to produce power for the vessels operations while at port. The resulting emissions include particulate matter (PM) and oxides

of nitrogen (NOx) which impact the communities surrounding the ports and the region. The use of shore-side electricity to replace the power generated by auxiliary engines can reduce the associated diesel emissions to essentially zero. This process is known as cold-ironing, shore-side power and electrification of ships and terminals, and is becoming a technically feasible, cost-effective alternative for the mitigation of port-related emissions. The Wittmar Dual Frequency Multi Voltage System (DFMV™) was designed to specifically power large ocean going vessels while at berth. The DFMV™ System utilizes liquefied natural gas (LNG) for fuel thus reducing the port emissions from ships by an estimated 95% or more.

DISCUSSION

In 2002 the California Air Resources Board (CARB) provided the Air District with \$2,484,533 in Diesel Buck-Up Generator Mitigation funds to pursue voluntary emission reduction programs to offset impacts from increased use of diesel back-up generators during the rolling blackouts that occurred due to electricity shortages in 2000 and 2001. A portion of those funds is available due to previously approved projects completed under budget.

The Napa Valley Unified School District, a member of the buyer's consortium of school districts, has requested financial assistance from the Air District to purchase a plug-in electric hybrid bus for its school bus fleet. The total cost of the bus is \$265,843, with partial funding provided by the State Technologies Advancement Collaborative (\$55,843), the School District (\$50,000), U.S. EPA (\$30,000), and PG&E (\$30,000). The School District has requested \$100,000 from the Air District to complement the funding. Staff recommends allocation of \$100,000 to fund the Napa Valley Unified School District's purchase of a plug-in electric hybrid bus.

In June 2007, Wittmar plans to perform a Proof of Concept by connecting a DFMV™ System to an APL C11 Class ship in the Port of Oakland. This Proof of Concept intends to demonstrate that the Wittmar DFMV™ System can effectively and efficiently deliver all the power that is needed to cold-iron large vessels while at berth. Wittmar estimates that the cost to purchase and build the DFMV™ System for the Proof of Concept totals \$1,000,000. In order to make the benefits of this shore-side power project available to the Bay Area and to gain additional insights into the development of this technology, staff is recommending that the Air District allocate \$250,000 of currently available BUG Mitigation funds to fund the Proof of Concept portion of this shore-side power project.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer /APCO

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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Smith and
Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 12, 2007

Re: Transportation Fund for Clean Air (TFCA) County Program Manager
Audit Report

RECOMMENDED ACTION:

Receive and file the results of TFCA Audit Report #9, an audit of the County Program Managers, including the auditor's findings and recommendations for actions to address financial and administrative issues.

BACKGROUND

State law requires that any agency receiving TFCA funds be subject, at least once every two years, to an audit of each project funded. The previous audit of the County Program Manager Fund was completed in 2004. In September 2006, the Air District retained the services of Macias, Gini and O'Connell, an independent auditor, to audit 285 projects funded by the TFCA County Program Manager Fund. These projects were TFCA Program Manager Fund projects that were in progress or recently completed as of the two-year period ended June 30, 2006 in the nine Bay Area counties.

The last TFCA Program Manager audit conducted in 2004 was limited to completed projects. To provide a higher level of assurance of compliance with the California Health and Safety Code that governs the TFCA program funds, the scope of this audit was expanded to include all active TFCA Program Manager projects. In order to capture all the active projects, the time period for this audit is from July 1, 2000 through June 30, 2006. The audit covered all fiscal and compliance activities that took place during the implementation of the projects. The auditor's Summary Report is provided as Attachment A and a list of the audited projects is provided as Attachment B.

STATUS OF AUDIT FINDINGS (2006)

Most of the audit findings were resolved by discussions between Macias, Gini and O'Connell and the County Program Managers. In many cases, the County Program Manager resolved or committed to resolve the audit finding(s) by implementing the auditor's recommendation to avoid future action by the Air District. The full discussion of each of the audit findings and recommendation is found in Attachment A

of this report. A summary of the key audit findings and recommendations is presented below.

Alameda County Congestion Management Agency (ACCMA)

The auditor reported no findings.

City/County Association of Governments of San Mateo County (C/CAG)

Audit Finding #1

The C/CAG did not file an annual report for FY 2002/2003, 2003/2004 and 2004/2005 on or before the due date.

Recommendation

The auditor recommended that the C/CAG develop procedures to ensure the annual reports are filed on or before the due date, or, if necessary, obtain written approval for an extension from the Air District.

Air District Response

In the future, the Air District will require County Program Managers to submit a written letter to request an extension for a late annual report submission.

Contra Costa County Transportation Authority (CCCTA)

The auditor reported no findings.

Transportation Authority of Marin (TAM)

The auditor reported no findings.

Napa County Transportation Planning Agency (NCTPA)

Audit Finding #1

The NCTPA did not file an annual report for FY 2002/2003, 2003/2004 and 2004/2005 on or before the due date.

The auditor recommended that the NCTPA develop procedures to ensure the annual reports are filed on or before the due date, or, if necessary, obtain written approval for an extension from the Air District.

Air District Response

In the future, the Air District will require County Program Managers to submit a written letter to request an extension for a late annual report submission.

■ **San Francisco County Transportation Authority (SFCTA)**

Audit Finding #1

Pursuant to the Air District's TFCA funding agreement, recipients of TFCA Program Managers funds are required to maintain, at all times during the term of the agreement a separate account for all funds received. In 2003, the SFCTA inadvertently deposited an Air District TFCA program receipt into one of its general accounts and not in the separate account established for the TFCA Program.

Recommendation

The auditor recommended that the SFCTA continue its efforts in improving its internal control so that clerical errors are corrected.

Air District Response

The Air District will revise the County Program Manager funding agreement to emphasize the importance of establishing a separate account for TFCA funds

Santa Clara Valley Transportation Authority

The auditor reported no findings.

Sonoma County Transportation Authority (SCTA)

Audit Finding #1

The SCTA did not use the Air District's logo and credit the Air District as the funding source in newspapers, pamphlets and transit schedules. The SCTA does not have records of the use of Air District logos on TFCA funded projects.

Recommendation

The auditor recommended that the SCTA retain records to ensure that Air District logos are displayed on TFCA funded projects.

Air District Response

The Air District will require photographs of vehicles and copies of press releases to ensure that Air District logos are displayed on all TFCA funded projects. The Air District will consider additional steps to ensure compliance by the grantee with the funding agreement.

Solano County Transportation Authority (STA)

Audit Finding #1

The STA did not keep complete records of expenditures for each project as per the TFCA funding agreement between the Air District and STA. The Air District requires complete expenditure details in order to determine if TFCA funds were spent on approved projects. Two payments totaling \$67,065 for the Route 30 Natural Gas Shuttle Bus service did not have the detailed supporting documentation required to support the payment made to the project sponsor. The STA as the project sponsor and grant recipient for these projects did not believe that supporting documentation was necessary in this instance. Due to the fact that STA was the project sponsor and grant recipient, the auditors were able to review the STA files and determine that the TFCA funds were expended on the approved projects.

Recommendation

The auditor recommends that the Authority obtain all supporting documentation before disbursing any funds to project sponsors.

Air District Response

In the future, the Air District will require that a detailed invoice with supporting documentation be submitted by County Program Managers who are also the project sponsor of a TFCA project before the TFCA funds are distributed.

Audit Finding #2

The STA did not file an annual report for FY 2002/2003, 2003/2004 and 2004/2005 on or before the due date.

Recommendation

The auditor recommended that the STA develop procedures to ensure the annual reports are filed on or before the due date, or, if necessary, obtain written approval for an extension from the Air District.

Air District Response

In the future, the Air District will require County Program Managers to submit a written letter to request an extension for a late annual report submission.

Status of Prior Period Audit Recommendations

Macias, Gini and O'Connell also reported on the status of the Air District's implementation of recommendations from the prior TFCA County Program Manager audit, conducted in 2004.

1. In the last TFCA County Program Managers audit, the auditors recommended that the Air District clarify policy language for the administrative costs provision in its funding agreements. The auditors also noted that the Air District should monitor more closely the administrative costs incurred by the County Program Managers. Some County Program Managers believe they can carry forward administrative

costs over or under the 5% annual threshold. Some believe administrative costs incurred during the audit period should not exceed 5% of total TFCA revenues recognized and interest earned (which creates a larger base). The current administrative costs provision in the funding agreement does not specify the accounting period to incur administrative costs (e.g., annually or term of contract) or the accounting for over/under charges (e.g. carry forward).

The Air District has included language in the TFCA policy, guidance document and application materials to indicate the limitations of the 5% ceiling on annual TFCA revenues eligible to be used for administrative costs. In addition, the TFCA County Program Manager funding agreement has been revised to clarify administrative costs compliance requirements.

2. The auditor recommended that the Air District reconsider whether or not to allow the reimbursement of indirect costs charges through the TFCA program. If the Air District chooses to allow indirect costs, the auditor made two recommendations:
 - (1) Require County Program Managers to prepare formal indirect cost rate proposals, following the requirements of OMB Circular A-87 – Cost Principles for State, Local and Indian Tribal Governments (OMB A-87); or
 - (2) Require County Program Managers to use an indirect cost rate that meets the requirements of OMB A-87 and has been reviewed and approved by either a federal or state agency.

The Air District chose to allow indirect costs charges in the TFCA Program. The Air District now requires that County Program Managers submit formal indirect cost rate proposal in the yearly TFCA County Program Manager expenditure program for approval. The indirect cost rate proposal is included as an Attachment in the funding agreement between the County Program Managers and the Air District.

Conclusion

In conclusion, all audit findings have been resolved by the County Program Managers. The Air District will modify its TFCA County Program Manager funding agreement to emphasize the need for a separate account for TFCA funds, and require that all project sponsors verify compliance with TFCA logo requirement by photograph. Air District staff will continue to work closely with County Program Managers to ensure TFCA program administrative requirements are fully met.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Andrea Gordon
Reviewed by: Jack M. Colbourn

Attachment A
Summary Report



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

*Committed to Achieving Clean Air to Protect
the Public's Health and the Environment*

Audit Summary Report

Transportation Fund for Clean Air Program Manager Fund

For Projects Conducted for the Period from
July 1, 2000 through June 30, 2006

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

**Audit Summary Report
Transportation Fund for Clean Air Program Manager Fund**

For Projects Conducted for the Period from
July 1, 2000 through June 30, 2006
Table of Contents

	<i>Page(s)</i>
Introduction	1 - 2
Audit Scope	2
Audit Process	3 - 4
Current Period Audit Results by Program Manager	4 - 8
Status of Prior Period Recommendations to the Air District	9
Attachment A – California Health and Safety Code Section 44242	10
Attachment B – List of Audited Projects	11 - 18

INTRODUCTION



The Bay Area Air Quality Management District (Air District), created by the California Legislature in 1955, is the state's first regional agency dealing with air pollution. The Air District regulates stationary sources of air pollution within the nine San Francisco Bay Area counties in California. The Air District's jurisdiction includes Alameda County, Contra Costa County, Marin County, Napa County, City/County of San Francisco, San Mateo County, Santa Clara County, southern Sonoma County, and south-western Solano County. The primary mission of the Air District is to achieve ambient air quality standards designed to protect the public's health and the environment.

The Air District is governed by a 22-member Board of Directors who has the authority to develop and enforce regulations for the control of air pollution within its jurisdiction.

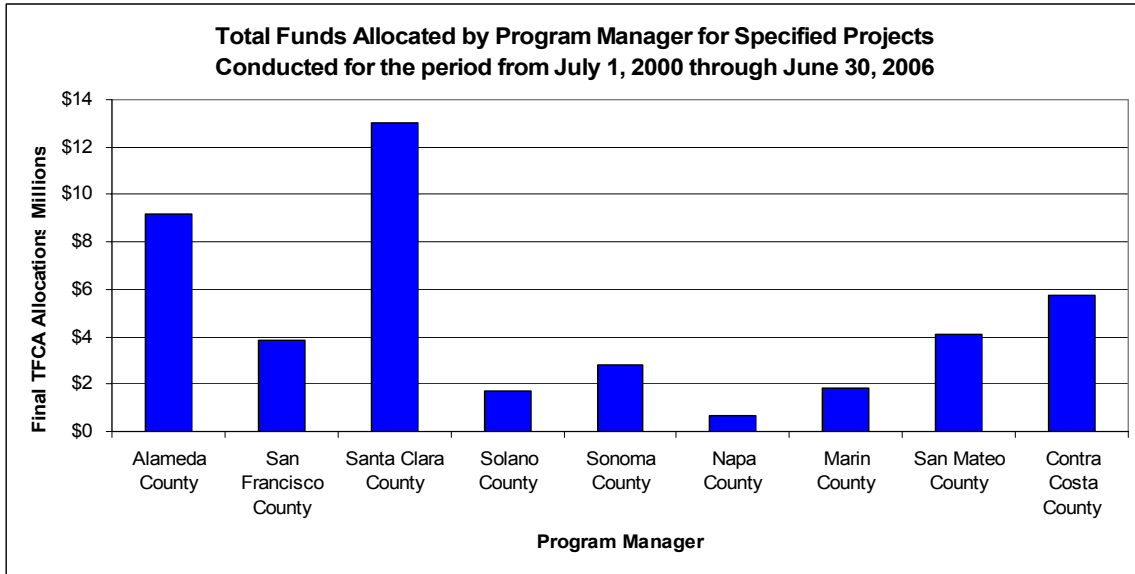
Health and Safety Code Sections 44241 and 44242 authorize a surcharge on the motor vehicle registration fee (surcharge) to be used by the Air District and local governments to fund projects that implement transportation control measures in accordance with the 1988 California Clean Air Act and the Bay Area 2005 Ozone Strategy. These measures are designed specifically to reduce air pollution from motor vehicle usage. The Department of Motor Vehicles collects the surcharge and subvenes the amount to the Air District.

The Air District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Under the TFCA Program, money is allocated to two funds: (1) 60% of the total TFCA funds is placed in a Regional Fund for distribution by the Air District and (2) about 40% is placed in the Program Manager Fund and allocated to designated agencies (known as program managers). Program managers are responsible for allocating funds to eligible project sponsors within a specific geographic area. Allowable projects under Health and Safety Code Section 44241 include the following:

- Ridesharing programs
- Purchase or lease of clean fuel buses for school and transit operators
- Feeder or shuttle bus service to rail and ferry stations and airports
- Arterial traffic management
- Demonstrations in congestion pricing of highways, bridges and public transit
- Rail-bus integration and regional transit information systems
- Low-emission vehicle based projects
- Bicycle facility improvement projects
- Physical improvements that support "Smart Growth" projects

State law requires that any agency receiving TFCA funding be subject, at least once every two years, to an audit of each funded project. California Health and Safety Code Section 44242 (Attachment A) provides legal compliance guidelines for the Air District to follow if revenues were not spent appropriately or if funded projects did not result in emission reductions.

The Air District retained the firm of Macias Gini & O’Connell LLP, Certified Public Accountants, to conduct financial and compliance audits of specified projects using the Program Manager Fund (40% fund) conducted for the period from July 1, 2000 through June 30, 2006. The graph below reports the amount of TFCA Funds allocated to each of the individual Program Managers for specified projects conducted for the period from July 1, 2000 through June 30, 2006. These audits were performed during the period of October 2006 through March 2007. A list of audited projects is provided in Attachment B.



AUDIT SCOPE

The scope of this audit represents a significant change over the scope of the previous audit, which was caused by making three changes. These changes are as follows:

- The scope of the previous audit reported expenditures of “completed projects” for the two years ended June 30, 2002, and did not include projects that were “in progress”. Therefore, the scope of this audit begins on July 1, 2000, in order to capture all the projects that were not considered “completed projects” under the previous audit scope.
- The project list provided by the Air District covered under this audit includes a large number of projects, which primarily covers projects allocated for the fiscal years 2000/01 through 2004/05. However, the projects listed in Attachment B also include some projects allocated for fiscal years 1994/95 through 1999/2000.
- The period covered for this audit represents a six-year period. The extended period is a result of changing the focus from auditing “completed projects” to auditing all projects allocated during the period.

AUDIT PROCESS

The audits were designed to address numerous financial and compliance objectives; however, the principal objective of the audits was to determine whether TFCA revenues provided by the Air District were used to implement projects to reduce air pollution as stipulated in the funding agreements between the Air District and the Congestion Management Agency. The auditors developed audit procedures specifically designed for TFCA financial and compliance requirements. The approach is briefly described below:

Auditing Standards and Scope

The audits were performed in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States for the period from July 1, 2000 through June 30, 2006. Unlike the last TFCA Program Manager audit conducted, which was limited to completed TFCA Program Manager projects, the scope of this audit was expanded to include all active TFCA program manager projects to provide a higher level of assurance over compliance with the Health and Safety Code.

Procedures performed included:

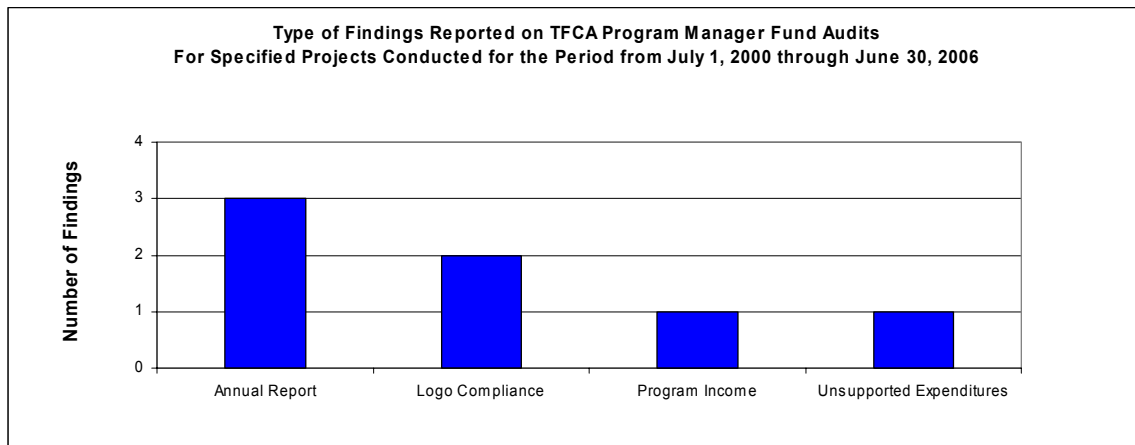
- Determining through observation, inquiry and review of supporting documentation whether adequate internal controls were in place to physically safeguard and account for the TFCA program manager funds.
- Tracing allocations to the general ledger.
- Vouching TFCA revenues to supporting documentation from the Air District.
- Determining whether any unexpended funds remain for completed projects. If so, determining and documenting disposition.
- Determining if Program Manager Funds were held in interest bearing accounts, if the funds received their proportional share of interest revenue, and that the interest generated from the TFCA funds was used on approved TFCA projects.

Compliance Auditing Procedures

The compliance audits were performed in accordance with the requirements outlined in the Health and Safety Code and individual funding agreements. The principal focus of the compliance audits were to ensure TFCA revenues were used in accordance with the program's objectives: i.e., for the reduction of emissions from motor vehicles. In the individual Program Manager Fund audits, a report entitled "Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of a Financial Schedule Performed in Accordance with *Government Auditing Standards* and Requirements of Section 44241 of the California Health and Safety Code" was issued for each Program Manager to provide specific assurance that the Program Manager did or did not comply with the Health and Safety Code. Each of the nine program managers audited received an unqualified opinion.

Procedures performed included:

- Testing the expenditures for allowable costs in accordance with section 44241 of the Health and Safety Code.
- Determining whether the counties, by resolution, have approved the designated program manager.
- Determining whether the Financial and Progress reports are supported and submitted in accordance with the terms of the funding agreements.
- Determining whether a resolution was approved by the program manager's governing board to expressly require all fee revenues be used for the reduction of air pollution from motor vehicles.
- Determining whether administrative costs were adequately supported and did not exceed the 5% cap.
- Determining whether the terms of the funding agreement were adhered to; i.e. proper monitoring, use of the TFCA logo, acknowledgement of Air District as funding source, etc.



CURRENT PERIOD AUDIT RESULTS BY PROGRAM MANAGER

A summary of audit findings is provided below. For additional details, please contact the Air District's auditors: Kevin O'Connell or David Bullock at 925.274.0190.

NAPA COUNTY

Finding 2006-1 (Annual Report)

According to the funding agreement between the Bay Area Air Quality Management District (the Air District) and the Agency, the Agency is required to submit a report to the Air District within four months of the end of each fiscal year. During our compliance audit, we noted that the annual reports for fiscal years 2002/03, 2003/04 and 2004/05 were not submitted within four months of the year-end (Note: the most recent annual report for fiscal year 2005/06 was submitted on time).

Recommendation:

We recommend the Agency develop procedures to ensure the annual reports are filed in a timely manner or obtain written approval for an extension from the Air District.

Management Response:

Although we transfer TFCA funds to the final recipients under contract which includes annual reporting requirements sufficiently in advance of the Air District to allow a timely submittal from the Napa County Transportation Planning Agency (NCTPA), we have had ongoing problems with recipients submitting the final reports per agreement. Given this difficulty and the finding by the Air District's independent auditor, we intend henceforth to seek compliance with the contracts between the NCTPA and the final recipients; allowing on-time annual report submittals from the NCTPA.

**SAN FRANCISCO COUNTY
Finding 2006-1 (Logo Compliance)**

According to the funding agreement with the Bay Area Air Quality Management District (the Air District), recipients of TFCA Program Manager Funds are required to use the Air District's logo and credit the Air District as the funding source in newspapers, pamphlets and transit schedules. These acknowledgements are important symbols to the public signifying the use of the TFCA Program to reduce air pollution.

The Authority does not have record of using the Air District's logos on projects funded through the TFCA Program Manager Fund. Without any record that the Air District's logos are being used for projects funded through the TFCA Program Manager Fund, there is no evidence of compliance with the funding agreement.

Recommendation:

We recommend the Authority retains records to ensure that Air District logos are displayed on TFCA funded projects.

Management Response:

The Authority fully understands the importance of properly attributing TFCA-funded projects and, in the past, has monitored this requirement through an honor system.

For current TFCA-funded projects, the Authority will require sponsors to provide material evidence that the Air District attribution requirements have been met as a condition of receiving final reimbursement. In addition, the Fiscal Year 2006/07 TFCA County Program Manager funding agreements incorporate a clause specifying compliance with the Air District's attribution requirement is a condition of final payment. Incorporating this condition into the funding agreements ensures that material evidence of compliance with the attribution requirement is provided and available for audit.

The Authority does not anticipate this problem reoccurring in the upcoming years.

SAN FRANCISCO COUNTY
Finding 2006-2 (Program Income)

According to the funding agreement with the Bay Area Air Quality Management District (the Air District), recipients of TFCA Program Manager Funds are required to maintain, at all times during the term of the agreement, a separate account for all funds received. This is required to prevent the commingling of funds received under the TFCA Program with funds from other sources. All receipts from the Air District related to the TFCA Program should be deposited into this separate account.

During 2003, the Authority inadvertently deposited a District TFCA program receipt into one of its general accounts and not the separate account established for the TFCA Program.

Recommendation:

We recommend the Authority continues its efforts in improving its internal control so that it will be better able to self-correct its clerical errors.

Management Response:

The deposit in question was made on 03/10/2003. The Authority has since replenished the TFCA Program account with the funding check amount plus accrued interest, which was calculated using the earned income yield that would have been realized if the funds had been deposited to the separate account established for the TFCA Program. The auditors (Macias, Gini & O'Connell) have been provided with a copy of this calculation and documentation of the deposit.

Since the time when the deposit in question was made, the Authority has implemented an appropriate system of internal controls. Under this system, the Air District funding checks are properly identified and deposited directly into the TFCA Program account.

The Authority does not anticipate such problems reoccurring in the future.

SAN MATEO COUNTY
Finding 2006-1 (Annual Report)

According to the funding agreement between the Bay Area Air Quality Management District (the Air District) and C/CAG, C/CAG is required to submit a report to the Air District within four months of the end of each fiscal year. During our compliance audit, we noted that the annual report for fiscal years 2002/03, 2003/04 and 2004/05 were not submitted within four months of the year-end (Note: the most recent annual report for fiscal year 2005/06 was submitted on time).

Recommendation:

We recommend C/CAG develop procedures to ensure the annual reports are filed in a timely manner or obtain written approval for an extension from the Air District.

Management Response:

C/CAG concurs with the finding. C/CAG will initiate the annual report process in September in order to meet the Air District's deadline.

SOLANO COUNTY

Finding 2006-1 (Unsupported Expenditures)

The funding agreement with the Bay Area Air Quality Management District (the Air District), requires program manager to keep complete records of expenditures for each project. The Air District requires complete expenditure details in order to determine if TFCA funds were spent on approved projects. During our testing of expenditures, we noted that two transactions did not have any supporting documentation that would validate the payment made. Thus, we were unable to determine if the funds were expended on an approved project. The two transactions were as follows:

1. Payment to Solano Transportation Authority (STA) for Route 30, Natural Gas Shuttle Bus (03SOL05) - \$42,065.
2. Payment to Solano Transportation Authority (STA) for Route 30, Natural Gas Shuttle Service (04SOL01) - \$25,000.

Recommendation:

We recommend the Authority obtain all supporting documentation before disbursing any funds to project sponsors.

Management's Response

The findings are in reference to the TFCA Program Manager funded Route 30 service. The STA was provided with supporting documentation and monitoring reports for the Route 30 service separately. Consequently, the STA Staff was confident in approving payment for the Route 30 invoices submitted. However, for future TFCA Route 30 invoices, and/or similar TFCA transit service projects, STA Staff will require a detailed expense report attached to the invoice for expense reimbursements of funds.

SOLANO COUNTY

Finding 2006-2 (Annual Report)

According to the funding agreement between the Bay Area Air Quality Management District (Air District) and the Authority, the Authority is required to submit a report to the Air District within four months of the end of each fiscal year. During our compliance audit, we noted that the annual report for fiscal years 2002/03, 2003/04 and 2004/05 were not submitted within four months of the year-end (Note: the most recent annual report for fiscal year 2005/06 was submitted on time).

Recommendation:

We recommend the Authority develop procedures to ensure the annual reports are filed in a timely manner or obtain written approval for an extension from the Air District.

Management's Response

STA Staff will require TFCA Project Sponsors to submit annual reports prior to the Air District's due date. The following will be implemented:

1. The STA will set the deadline for the annual project monitoring form submittals 45 days prior to the Air District's due date to ensure that the annual project monitoring reports are submitted on time.
2. Project Sponsors will be sent a reminder of the due date for the Annual Report submittal deadline, June 30th and July 31st.

STA Staff will communicate to TFCA Program Manager Project Sponsors the necessity of completing the project monitoring reports on time. Project Sponsors that do not comply with this annual project monitoring report deadline will be ineligible for TFCA Program Manager Funds the following year.

SONOMA COUNTY

Finding 2006-1 (Logo Compliance)

According to the funding agreement with the Bay Area Air Quality Management District (Air District), project sponsors are required to apply the Air District's logo on vehicles and credit the Air District as the funding source in newspapers, pamphlets and transit schedules. These acknowledgements are important symbols to the public signifying the use of TFCA Program Manager Funds to reduce air pollution.

The Authority does not have records of the Air District logos on TFCA funded projects. Without any record that the Air District logos are being used for TFCA funded projects, there is no evidence of compliance with the funding agreement.

Recommendation:

We recommend the Authority retains records to ensure that Air District Logos are displayed on TFCA funded projects.

Management's Response:

The Sonoma County Transportation Authority retains documentation that each project sponsor has agreed to contract conditions as part of each fund transfer agreement between SCTA and the project sponsor. Where applicable, contract language is included regarding use of Air District and TFCA logos and the proper crediting of the Air District, in newspaper and pamphlets, for funding the project. While photographic proof has not been requested of project sponsors, or taken on as a responsibility of SCTA, it was reported as part of the audit that logo use and crediting is in evidence, (e.g., on buses, and project signs). Project sponsors are furnished logo stickers upon request. It was noted that it was felt that project sponsors were aware of the requirements and were complying. Proving 100% compliance could entail the photographing of many vehicles and signs, and the monitoring of all related press releases and promotional materials of various entities, which had been deemed unnecessary. Guidance is sought to determine what documentation is to be acceptable to the Air District.

STATUS OF PRIOR PERIOD RECOMMENDATIONS TO THE AIR DISTRICT

The status of prior period findings and recommendations is presented to assist in evaluating whether the Air District has taken appropriate corrective action to address findings and recommendations from previous audits.

Prior Period Finding 2002-1 (Administrative Costs)

The District should consider developing interpretive guidance to explain the proper methodology for applying the 5% administrative cost limitation.

Status: Corrected. The Air District has included language in TFCA policy, guidance document and application materials to indicate the limitations of the 5% ceiling on annual TFCA revenues eligible to be used for administrative costs. In addition, the TFCA funding agreement for FY 2006/2007 has been revised to clarify administrative costs compliance requirements.

Prior Period Finding 2002-2 and 2002-3 (Indirect Cost Rate Policy)

The District Board should reconsider whether or not to allow the reimbursement of indirect costs through the TFCA program. Also, the District should adhere to its policy requiring the request and approval for reimbursement of indirect costs be handled through the original project application process.

Status: Corrected. The Air District chose to allow indirect costs charges in the TFCA Program. The Air District now requires that County Program Managers submit a formal indirect cost rate proposal in the yearly TFCA County Program Manager expenditure program for approval. The indirect cost rate proposal is included as an Attachment in the funding agreement between the County Program Managers and the Air District.

Attachment A

California Health and Safety Code Section 44242

44242. (a) Any agency which receives funds pursuant to Section 44241 shall, at least once every two years, undertake an audit of each program or project funded. The audit shall be conducted by an independent auditor selected by the bay District in accordance with Division 2 (commencing with Section 1100) of the Public Contract Code. The district shall deduct any audit costs which will be incurred pursuant to this section prior to distributing fee revenues to cities, counties, or other agencies pursuant to Section 44241.

(b) Upon completion of an audit conducted pursuant to subdivision (a), the bay district shall do both of the following:

- (1) Make the audit available to the public and to the affected agency upon request.
- (2) Review the audit to determine if the fee revenues received by the agency were spent for the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717.

(c) If, after reviewing the audit, the bay district determines that the revenues from the fees may have been expended in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to that plan, the district shall do all of the following:

- (1) Notify the agency of its determination.
- (2) Within 45 days of the notification pursuant to paragraph (1), hold a public hearing at which the agency may present information relating to expenditure of the revenues from the fees.
- (3) After the public hearing, if the district determines that the agency has expended the revenues from the fees in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717, the district shall withhold these revenues from the agency in an amount equal to the amount which was inappropriately expended. Any revenues withheld pursuant to this paragraph shall be redistributed to the other cities within the county, or to the county, to the extent the district determines that they have complied with the requirements of this chapter.

(d) Any agency which receives funds pursuant to Section 44241 shall encumber and expend the funds within two years of receiving the funds, unless an application for funds pursuant to this chapter states that the project will take a longer period of time to implement and is approved by the district or the agency designated pursuant to subdivision (e) of Section 44241. In any other case, the district or agency may extend the time beyond two years, if the recipient of the funds applies for that extension and the district or agency, as the case may be, finds that significant progress has been made on the project for which the funds were granted.

Attachment B

List of Audited Projects

ALAMEDA PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00ALA01	City of Albany	Class 1 Bicycle/Ped. Path - Eastshore/Buchanan St. Interconnection (0.25 mi.)	\$15,985
00ALA02	City of Berkeley	Bicycle Boulevards:Phase I - Bowditch/Hillegass (1.07 mi.) and Milvia (2.13 mi.)	\$120,988
00ALA04	City of Dublin	Class 1 Bicycle Path - Alamo Creek (0.9 mi.)	\$107,000
00ALA06	City of Fremont	Arterial Traffic Management - Citywide	\$289,083
00ALA09	City of Union City	Compressed Natural Gas Fueling Facility at the Corporation Yard	\$58,898
00ALA12	BART	Fruitvale Attended Bicycle Parking Facility (236 spaces)	\$400,000
00ALA13	Livermore-Amador Valley Transit Authority	ACE Shuttle Service in Livermore Amador Valley	\$243,750
01ALA02	City of Fremont	Citywide Arterial Management Program	\$165,500
01ALA04	City of Oakland	City of Oakland Bicycle Route Signage	\$91,514
01ALA05	City of Oakland	Bicycle Parking Request Program (City Racks III)	\$7,000
01ALA07	City of Oakland	EastLake Streetscape and Pedestrian Enhancement Program	\$200,000
01ALA08	City of Piedmont	City of Piedmont Public Facilities Bicycle Rack Program	\$3,841
01ALA09	City of Pleasanton	Citywide Trip Reduction Program	\$62,028
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	\$42,500
01ALA11	City of Union City	Compressed Natural Gas Fueling Facility	\$37,774
01ALA12	Metropolitan Transportation Commission Alameda County Congestion Management Agency	Regional Rideshare Program	\$107,555
01ALA13	County of Alameda	ACE Shuttle Service	\$740,000
02ALA01	City of Berkeley	Tesla Rd. Class II Bicycle Lane	\$18,000
02ALA03	City of Berkeley	I-80 West Frontage Rd. Class I Bicycle Path	\$50,000
02ALA04	City of Berkeley	Berkeley TRIP Operations Cost	\$50,000
02ALA06	City of Hayward	Soto Rd. Bicycle Lane Gap Closure	\$183,500
02ALA07	Livermore-Amador Valley Transportation Authority	Automatic Vehicle Locators for LAVTA Fleet	\$750,000
02ALA08	City of Livermore	Las Positas/Altamont Creek Multi-Use Trail	\$158,630
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation	\$192,000
02ALA11	City of Pleasanton	Citywide Trip Reduction Program	\$69,920
02ALA13	City of Union City	Compressed Natural Gas Fueling Infrastructure	\$100,000
02ALA14	AC Transit	AC Transit Student Pass Program	\$500,000
02ALA15	AC Transit	Bus Stop Signage/Information	\$154,787
02ALA16	Alameda County CMA	Guaranteed Ride Home Program	\$233,000
03ALA01	City of Albany	Class 2 Bicycle Lane - Marin Avenue	\$30,000
03ALA02	City of Berkeley	Berkeley BART Attended Bikestation	\$86,136
03ALA03	City of Emeryville	Class 2 Bicycle Lane - Doyle Street Greenway	\$50,000
03ALA04	City of Fremont	Class 2 Bicycle Lane - Fremont Boulevard	\$100,250
03ALA05	City of Pleasanton	Rides to School Ridesharing Program	\$21,474
03ALA06	City of Pleasanton	Citywide Rideshare Program	\$33,412
03ALA07	City of Fremont	CNG Fueling Station - Fremont	\$96,242
03ALA08	City of Oakland	CNG Fueling Station - Oakland	\$225,000
03ALA09	Livermore-Amador Valley Transportation Authority	ACE Shuttle Service - Pleasanton ACE Station to BART	\$41,474
03ALA10	Alameda Congestion Management Agency	San Pablo Smart Corridor	\$220,199
03ALA12	AC Transit	Transit Bus Priority System - Int'l Blvd.	\$500,000

03ALA13	Alameda Congestion Management Agency	Guaranteed Ride Home Program	\$231,200
03ALA14	City of Berkeley	City Car Share - East Bay Expansion	\$125,996
03ALA15	Livermore-Amador Valley Transportation Authority	ACE Shuttle Bus	\$83,934
04ALA01	City of Fremont	Signal Timing - various corridors	\$123,000
04ALA02	City of Union City	Natural Gas Fueling Facility Improvements	\$50,000
04ALA03	BART	Free AM BART on Spare The Air Days	\$780,000
04ALA04	City of Hayward	Arterial Management (96ALA08)	\$75,000
94ALA20	City of San Leandro	Local Arterial Traffic Management	\$53,592
95ALA13	City of San Leandro	Arterial Traffic Management	\$59,963
96ALA09	City of Newark	Traffic Signal Interconnect-Newark Blvd.	\$13,155
96ALA10	City of Oakland Alameda County Congestion Management Agency	Arterial Traffic Signal Management-Citywide	\$850,000
99ALA01	Agency	Arterial Management - I-880 Smart Corridor	\$182,000
Total			\$9,185,280

CONTRA COSTA PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00CC02	City of Orinda	Camino Sobrante Pedestrian Enhancements	\$67,000
00CC14	County of Contra Costa	Pleasant Hill BART Bicycle Promotion	\$9,217
00CC18	County of Contra Costa	Bikeway (1.8 mi. Class 2, 0.8 mi. Class 3) Center Ave-Marsh Dr-Solano Way	\$55,000
00CC20	City of Richmond	Police Bicycles (10 bicycles)	\$14,874
00CC21	West Contra Costa Transportation Advisory Committee	I-80 Corridor Rideshare Project	\$88,782
00CC22	West Contra Costa Transportation Advisory Committee	Countywide Guaranteed Ride Home	\$100,402
00CC24	City of San Ramon	Natural Gas Infrastructure & Support Programs	\$52,000
01CC01	Metropolitan Transportation Commission	Regional Rideshare Program	\$347,295
01CC02	Contra Costa Transportation Authority	Contra Costa Commute Alternative Network	\$981,574
01CC03	West Contra Costa Transportation Advisory Committee	I-580 Corridor Bicycle Gap Closure Project	\$63,516
01CC04	County of Contra Costa	Pleasant Hill BART Shuttle	\$54,388
01CC05	City of San Ramon	Clean Fuel Vehicle Project	\$48,267
02CC01	Metropolitan Transportation Commission	Regional Rideshare Program	\$363,858
02CC02	Contra Costa Transportation Authority	Contra Costa Commute Alternatives Network	\$838,135
02CC03	City of Lafayette	Lamorinda CNG School Buses	\$30,000
02CC05	City of Antioch	Mokelumne Trail Gap Closure Moraga Way and Bryant Way Pedestrian Enhancements	\$121,834
02CC06	City of Orinda	Muir Road Transit Hub	\$92,922
03CC02	Central Contra Costa Transit Authority	South County Employer Network	\$70,282
03CC04	Contra Costa Commute Alternative Network	Lamorinda School Bus Program	\$30,000
03CC06	City of Lafayette	South County School Ridematching Program	\$45,000
03CC07	Contra Costa Commute Alternative Network	Countywide Vanpool Incentive Program	\$70,000
03CC08	Contra Costa Commute Alternative Network	Central/East County Employer Network	\$95,922
03CC09	Contra Costa Commute Alternative Network	West/Central/East SchoolPool Program	\$147,329
03CC10	Contra Costa Commute Alternative Network	Countywide Transit Incentive Program Network	\$169,939
03CC11	Contra Costa Commute Alternative Network	Countywide Bicycle Rack/Locker Project	\$36,000
03CC12	Contra Costa Commute Alternative Network	Countywide Carpool Incentive Program	\$145,984
03CC13	Contra Costa Commute Alternative Network	West County Employer Network	\$63,000
03CC14	Contra Costa Commute Alternative Network	Countywide Guaranteed Ride Home Program	\$115,018
03CC15	Contra Costa Commute Alternative Network	West County Transit Incentive Program	\$42,506
03CC16	Contra Costa Commute Alternative Network	Countywide Carpool Incentive Program	\$145,992
04CC01	TRANSPAC / City of Pleasant Hill		

04CC02	TRANSPAC / City of Pleasant Hill	Countywide Transit Incentive Program	\$169,981
04CC03	TRANSPAC / City of Pleasant Hill	Central/East County Employer Network	\$119,997
04CC04	TRANSPAC / City of Pleasant Hill	West/Central/East SchoolPool Program	\$179,994
04CC05	City of San Ramon / Southwest Area Transportation	Countywide Vanpool Incentive Program	\$70,000
04CC06	City of San Ramon / Southwest Area Transportation	South County Employer Network	\$97,010
04CC07	City of San Ramon / Southwest Area Transportation	South County School Ridematching Program	\$65,000
04CC08	City of San Ramon / Southwest Area Transportation	Countywide Clean Fuel Vehicle Program	\$32,526
04CC09	City of Lafayette	Lamorinda School Bus Program - 17 School Buses	\$40,000
04CC10	West Contra Costa Transportation Advisory Committee	Countywide Guaranteed Ride Home Program	\$148,000
04CC11	West Contra Costa Transportation Advisory Committee	West County Transit Incentive Program	\$83,500
04CC12	West Contra Costa Transportation Advisory Committee	West County Employer Network	\$87,000
04CC13	City of Martinez	San Francisco Bay Trail, Phase II	\$87,508

Total \$5,727,021

MARIN PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00MAR01	Twin Cities Police Authority	Police Bicycles (2 bicycles)	\$2,800
00MAR02	Transportation Authority of Marin	Class 2 Bicycle Lanes -Sir Francis Drake Blvd. - White's Hill (0.15 mi.)	\$112,900
00MAR03	Transportation Authority of Marin	Class 2 Bicycle Lane/Intersection Modifications - Lucus Valley Rd. at Las Galinas (0.10 mi.)	\$150,500
1-Mar-02	San Anselmo Police Dept.	Police Bicycles	\$1,924.73
1-Mar-03	County of Marin	Purchase Electric Parking Enforcement Vehicle	\$3,000
1-Mar-04	County of Marin	Inkwell's Bridge/Pathway (Class 2 bikeway)	\$52,000
1-Mar-06	County of Marin	Atherton Ave. Pathway (Class II)	\$134,000
2-Mar-01	County of Marin	Bicycle Racks for High Schools	\$39,982
2-Mar-02	City of Sausalito	Bicycle Racks @ Ferry Landing	\$3,675
2-Mar-03	City of Sausalito	Bridgeway Offstreet Bike Path (Class I)	\$68,000
2-Mar-04	Town of Tiburon	Bicycle Rack Railing -Tiburon Ferry Plaza	\$8,125
2-Mar-06	Marin County Transit District	Student Free Fare Incentive - Golden Gate Transit Buses	\$178,000
3-Mar-01	County of Marin	Countywide Bicycle & Pedestrian Safe Routes to Schools	\$500,000
3-Mar-02	County of Marin	Ride and Roll Program	\$98,675
4-Mar-01	City of Novato	Class II Bicycle Lanes - Diablo Ave.	\$59,300
4-Mar-02	City of Novato	Purchase 10 Bicycles for Police Patrol	\$22,180
4-Mar-03	Marin County Transit District	Ride & Roll Project: Free Bus Passes	\$75,000
4-Mar-04	Transportation Authority of Marin	Safe Routes to School	\$266,000
4-Mar-05	City of San Anselmo	Police Electric Parking Enforcement Vehicles - 4 LDV	\$12,000
98MAR15	Town of Tiburon	Electric Vehicle Demonstration - 1 parking enforcement vehicle	\$18,882

Total \$1,806,944

NAPA PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00NAP04	City of Napa	Class 2 Bicycle Lane - Lincoln Avenue (1.5 mi.)	\$35,000
01NAP01	City of Napa	Downtown River Bicycle Trail Alternate	\$40,000
01NAP02	City of Napa	NVT/Vallejo Ferry Feeder Bus Connection Bicycle Path - 1.8 mi. Class I Path from Redwood Rd. to Soscol Ave.	\$13,875
02NAP01	City of Napa	Bicycle Racks on Buses in St. Helena and Calistoga	\$250,000
02NAP02	Napa County Transportation Planning Agency		\$1,500
02NAP03	Napa County Transportation Planning Agency	NVT/Vallejo Ferry Feeder Bus Connection	\$5,826
02NAP04	Napa County Transportation Planning Agency	Bus Bike Racks Washington Street to Dunaweal Lane - Class I Bike Path	\$1,500
02NAP05	City of Calistoga		\$25,750
02NAP06	Metropolitan Transportation Commission	Regional Ridesharing	\$42,280
03NAP01	City of Napa	Class 2 Bike Lane - Lincoln Ave	\$146,127
03NAP02	Napa County Transportation Planning Agency	Transit Bus Particulate Filters	\$51,603
04NAP01	County of Napa	Class II bicycle lane - SR 121 to Cuttings Wharf	\$62,369
04NAP02	Napa County Transportation Planning Agency	Bus Bike Racks - Calistoga Handy Van	\$1,500
Total			\$677,330

SAN FRANCISCO PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00SF02	County of San Francisco	Class 1 Bicycle Path - Treasure Island (1.0 mi.)	\$109,105
00SF04	County of San Francisco	Page Street Traffic Calming	\$150,000
00SF05	San Francisco MUNI	Bicycle Racks on Trolley Coaches (96 racks)	\$86,198
00SF07	County of San Francisco	Electric Charging Stations (10 Chargers)	\$50,000
00SF10	County of San Francisco	Electric Charging Stations (5 chargers)	\$5,500
00SF15	County of San Francisco	Electric Vehicle Purchase/lease (5 LDV)	\$40,000
01SF01	County of San Francisco	Bicycles for Gardeners	\$27,309
01SF02	County of San Francisco	Electric Vehicles for Golden Gate Park	\$9,000
01SF03	County of San Francisco	Clean Air Vehicle Replacement	\$99,000
01SF04	County of San Francisco	Hall of Justice Shuttle	\$54,667
01SF05	County of San Francisco	Golden Gate Park CNG Fueling Facility	\$50,000
01SF07	County of San Francisco	Bicycle Parking Enforcement Program	\$54,000
01SF08	San Francisco MUNI	MUNI CNG Fueling Facility	\$500,000
01SF09	County of San Francisco	Cesar Chavez CNG Fueling Expansion	\$100,000
01SF10	San Francisco Dept. of Parking & Traffic	Bike Lane - Howard Street Embarcadero BART/MUNI Bicycle Parking Facility (150 spaces)	\$34,440
02SF01	BART		\$40,000
02SF02	BART	Bicycle Parking at SF BART Stations	\$53,000
02SF03	County of San Francisco	Sidewalk Bicycle Rack Program Bicycle Lanes - Howard and 7th Streets - Phase II	\$118,000
02SF04	County of San Francisco		\$47,000
02SF05	San Francisco Public Utilities Commission	PUC 24th Street BART Station Shuttle	\$35,000
02SF06	University of California, San Francisco	UCSF Mission Bay Shuttle	\$71,000
02SF07	County of San Francisco	Hall of Justice Shuttle Project	\$62,049
02SF08	County of San Francisco	Golden Gate Park CNG Fueling Facility	\$184,000
02SF09	County of San Francisco	Low Volume CNG Fueling Facilities (2)	\$68,000
03SF01	BART	16 th Street BART Station Stair Channel	\$165,000
03SF02	Peninsula Corridor Joint Powers Board (Caltrain)	Bike Storage Facility at SF Caltrain Station	\$100,000
03SF03	Golden Gate Park Concourse Authority	Golden Gate Park Shuttle	\$71,000
03SF04	Presidio Trust	CNG Fueling Station Upgrade	\$100,000

03SF05	County of San Francisco	Clean Air Vehicle Replacement - 44 Light Duty Vehicles	\$149,000
03SF06	County of San Francisco	Fleet Management Bicycle Program	\$39,000
03SF07	County of San Francisco	Hall of Justice Shuttle	\$68,000
03SF08	County of San Francisco	Guaranteed Ride Home Program	\$25,000
03SF09	County of San Francisco	Broadway Tunnel Bicycle Improvements	\$26,000
03SF10	County of San Francisco	Public Library Bicycle Parking - 38 Bicycles	\$27,000
03SF11	County of San Francisco	Class 2 Bicycle Lane - Potrero Avenue	\$175,000
03SF12	County of San Francisco	Crescent Avenue Bike Route Improvements	\$21,000
03SF13	San Francisco MUNI	Transit Signal Priority Emitters - 24 Buses	\$20,000
03SF14	San Francisco MUNI	Particulate Matter & NOx Devices	\$216,000
04SF01	Golden Gate Park Concourse Authority	Golden Gate Park Shuttle	\$64,000
04SF02	Golden Gate Park Concourse Authority	Arguello Class II Bike Lane	\$35,000
04SF04	County of San Francisco	Bicycles for Gardeners - Dept. of Parks & Recreation	\$19,000
04SF05	County of San Francisco	Sidewalk Bicycle Racks	\$95,000
04SF06	County of San Francisco	Class 2 Bicycle Lanes - Mississippi St.	\$8,500
04SF07	County of San Francisco	Class 2 Bicycle Lanes - Sloat Blvd.	\$58,000
04SF08	County of San Francisco	Class 2 Bicycle Lanes - Laguna Honda Blvd.	\$10,500
04SF09	County of San Francisco	Class 2 Bicycle Lanes - Phelan Ave.	\$82,000
04SF10	Presidio Trust	Class 2 Bicycle Lanes - Washington Blvd.	\$77,000
04SF11	County of San Francisco	SFPUC 24th Street BART Station Shuttle	\$30,000
04SF12	University of California, San Francisco	Bicycle Patrol Program	\$7,000
04SF13	County of San Francisco	Hydrogen Fuel Cell Vehicle Pilot Project	\$100,000
04SF14	County of San Francisco	Clean Air Vehicle Replacement - 6 SULEV, 8 CNG & 3 ZEV	\$50,000
04SF15	BART	Embarcadero Station O&M	\$40,000
99SF07	County of San Francisco	Class 3 Bicycle Routes Pavement Stencils	\$110,000

Total \$4,035,268

SAN MATEO PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00SM01	Peninsula Congestion Relief Alliance	Countywide Rideshare Program	\$293,210
00SM02	City of San Mateo	Free Commuter Shuttle	\$32,500
00SM04	City of Menlo Park	Non-Peak Shuttle	\$30,000
00SM05	City of Menlo Park	Dumbarton Express Shuttle	\$32,000
00SM07	City of Menlo Park	Sand Hill Shuttle	\$27,370
01SM01	SamTrans & Peninsula Congestion Relief Alliance	SamTrans Shuttle Bus Program & TDM/TSM Program	\$775,578
01SM03	City of Menlo Park	Off-Peak Shuttle	\$30,000
02SM01	SamTrans	SamTrans Shuttles to BART	\$428,353
02SM02	City of Menlo Park	Non-Peak Shuttle	\$30,000
02SM03	Peninsula Congestion Relief Alliance	Voluntary Trip Reduction Program	\$310,767
03SM01	San Mateo County Transit District	Samtrans Shuttle Bus Program	\$471,544
03SM02	City of Menlo Park	Mid-Day Shuttle	\$30,732
03SM03	Peninsula Congestion Relief Alliance	Voluntary Trip Reduction Program	\$736,464
04SM01	City of Menlo Park	Mid-Day Shuttle	\$35,000
04SM02	Peninsula Congestion Relief Alliance	Voluntary Trip Reduction Program	\$350,000
04SM03	San Mateo County Transit District	SamTrans Shuttle Bus Program	\$495,000

Total \$4,108,518

SANTA CLARA PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00SC03	City of San Jose	Shuttle Bus Purchase --15 CNG	\$500,000
00SC04	San Jose International Airport	Natural Gas Infrastructure - CNG/LNG Station at San Jose Airport	\$500,000
00SC05	City of San Jose	Bicycle Bridge - Los Gatos Creek Trail	\$145,000
00SC07	City of Sunnyvale	County Bicycle Route 8 - Sunnyvale Segment (Class 2, 2 mi.)	\$50,000
00SC09	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$456,377
01SC01	City of Palo Alto	Homer Avenue Caltrain Undercrossing	\$325,000
01SC02	City of Saratoga	Altrans K-12 Trip Reduction & School Bus	\$41,031
01SC03	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$491,227
01SC04	City of Palo Alto	CNG Fueling Facility	\$300,000
01SC06	City of Sunnyvale	2 CNG Vehicles	\$9,000
01SC07	Metropolitan Transportation Commission	Regional Rideshare Program Bicycle Overcrossing of Union Pacific Railroad Tracks	\$652,000
02SC01	City of Milpitas		\$154,526
02SC02	City of Mountain View	Grant Road Traffic Signal Interconnect	\$250,000
02SC03	City of San Jose	Coyote Creek Trail - 1.22 mi. Class I Bicycle Trail	\$165,500
02SC04	City of San Jose	San Jose Light Rail Transit - Signal Retiming Project	\$435,000
02SC05	City of San Jose	Silicon Valley Traffic Management Center	\$280,000
02SC06	Santa Clara Valley Transportation Authority	Guadalupe River Oaks Bicycle Bridge Borregas Ave. Bicycle Overcrossings at US101 and SR237	\$200,000
02SC07	City of Sunnyvale		\$400,000
02SC08	Santa Clara Valley Transportation Authority	El Camino Real Bus Signal Priority Extension	\$519,500
02SC09	Santa Clara Valley Transportation Authority	Light Rail Shuttle Bus Program	\$610,000
02SC10	Metropolitan Transportation Commission	Regional Ridesharing Program Mary Ave Bicycle/Pedestrian Overcrossing at I-280	\$548,000
03SC01	City of Cupertino		\$1,114,797
03SC02	City of Gilroy	Class 1 Bicycle Path - Uvas Creek Trail	\$363,000
03SC03	City of Milpitas	Coyote Creek Trail - 2.2 mi. Class I Bicycle Trail	\$190,474
03SC04	City of San Jose	Class 2 Bicycle Lanes - 6.5 miles	\$32,245
03SC05	City of San Jose	Signal Re-timing Project	\$283,000
03SC06	Santa Clara Valley Transportation Authority	Bus Signal Priority (Phase IIIa), VTA Line 22	\$320,000
03SC07	Santa Clara Valley Transportation Authority	VTA Light Rail Shuttle Program	\$380,000
03SC08	Santa Clara Valley Transportation Authority	Downtown Area Shuttle (DASH) Retrofits	\$60,000
04SC01	County of Santa Clara	Alamden Expressway Bike/Ped. Imp. (Ironwood to Foxworthy)	\$370,000
04SC02	County of Santa Clara	Expressway Bike Shoulder Delineation	\$128,895
04SC03	City of Mountain View	Stevens Creek Bicycle-Pedestrian Trail - Reach 4	\$700,000
04SC04	City of San Jose	Bascom Corridor Signal Timing	\$119,000
04SC05	City of San Jose	San Jose ITS West - Stevens Creek	\$346,000
04SC06	Santa Clara Valley Transportation Authority	VTA Light Rail Shuttle Program	\$300,000
04SC07	City of San Jose	Bascom signal Transit Priority	\$329,397
98SC01	City of San Jose	Arterial Management - Smart Corridor Phase IV	\$1,120,000
99SC14	City of Sunnyvale	Arterial Management - Central Sunnyvale	\$400,000
Total			\$13,588,969

SOLANO PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00SOL01	California Maritime Academy	Electric Police Bicycles (4 bicycles)	\$8,000
00SOL02	Solano Transportation Authority	Citylink Route 30 CNG Bus Service	\$14,650
00SOL03	Solano Commuter Information	Expanded Ridesharing/Vanpooling Program	\$200,000
01SOL01	City of Benicia	Pedestrian Access Improvements at Southampton Rd.	\$83,484
01SOL02	Solano Transportation Authority	Citylink Route 30 CNG Bus Service	\$14,650
01SOL03	Solano Commuter Information	Expanded Ridesharing/Vanpool Incentives	\$270,000
01SOL05	City of Fairfield	City of Fairfield (Fairfield -Suisun Transit)	\$28,307
02SOL01	Solano Transportation Authority	Citylink Route 30 CNG Feeder Bus Service	\$26,800
02SOL03	Solano Community College	Electric Vehicle Charging Station	\$30,000
02SOL06	City of Fairfield	Arterial Management: Transit Bus Signal Prioritization	\$100,000
02SOL07	Solano/Napa Commuter Information	Ridesharing/Vanpool Incentives	\$270,000
03SOL02	City of Fairfield	Electric Charging Station - Fairfield City Hall	\$3,653
03SOL03	City of Suisun City	Electric Charging Station - Amtrak Station and Civic Center	\$40,000
03SOL04	City of Vallejo	Electric Charging Station - Vallejo City Hall & Vallejo Ferry Terminal	\$10,520
03SOL05	Solano Transportation Authority	Route 30 Natural Gas Shuttle Bus	\$42,065
03SOL06	Solano Transportation Authority/ Solano Napa Commuter Information	Expanded Ridesharing/Vanpool Program	\$295,000
04SOL01	Solano Transportation Authority	Route 30 Natural Gas Shuttle Service	\$25,000
04SOL02	STA Solano Napa Commuter Information	Ridesharing/Trip Reduction Program	\$195,000
04SOL03	City of Suisun City	Central County Bikeway Gap Closure	\$32,000
04SOL04	Solano County	Electric Vehicle Public Charging Station	\$50,000
Total			\$1,739,129

SONOMA PROJECT LIST 2006

Proj#	Sponsor	Project Title	TFCAS\$ Awarded
00SON02	City of Santa Rosa	FY2000 Student Pass Subsidy	\$80,000
00SON04	Sonoma County Transit	Transit Bus Purchase -- 8 CNG	\$118,835
00SON05	Sonoma County Transit	Electric Vehicle Purchase (2 LDV)	\$16,000
01SON01	City of Santa Rosa	Student Pass Subsidy	\$80,000
01SON02	City of Santa Rosa	FY 2001 Voluntary Trip Reduction Program	\$149,255
01SON04	Sonoma County Transit	Compressed Natural Gas Bus Purchase	\$406,746
02SON01	City of Santa Rosa	Student Bus Pass Subsidy	\$80,000
02SON02	City of Santa Rosa	Voluntary Trip Reduction Program	\$156,841
02SON03	City of Santa Rosa	Bike Lane - Franklin and North Streets	\$43,455
02SON04	Sonoma County Transit	Petaluma Transit Mall	\$256,302
02SON05	Sonoma County Transit	Transit Bus Purchase -- 11 CNG 40 ft. buses	\$135,659
02SON06	Sonoma County Transit	Transit Bus Purchase -- 6 CNG Low-Floor 30 ft. buses	\$117,711
02SON07	Sonoma County Transit	Downtown Windsor Intermodal Facility/Park & Ride	\$57,096
03SON01	City of Petaluma	Traffic Signal Coordination	\$52,000
03SON03	City of Santa Rosa	Student Bus Pass Subsidy	\$70,000
03SON04	City of Santa Rosa	Voluntary Trip Reduction Program	\$159,373
03SON05	County of Sonoma	CNG Fueling Station Expansion	\$270,000
04SON01	City of Santa Rosa	Purchase of PM & NOx Retrofit Kits (7 Buses)	\$40,000
04SON02	City of Santa Rosa	FY 04/05 Student Pass Subsidy	\$70,000

04SON03	City of Santa Rosa	FY 04/05 Voluntary Trip Reduction Program	\$129,802
04SON04	Sonoma County Transit	Cotati Intermodal Facility/ Park & Ride	\$26,369
04SON05	Sonoma County Transit	Petaluma Transit Mall	\$38,282
04SON06	Sonoma County Transit	Windsor Intermodal Facility/ Park & Ride Lot	\$66,658
04SON07	Sonoma County Transit	Local Transit Pass Subsidy/Marketing Program	\$48,000
98SON10	Sonoma County Transit	Park-and-Ride Facility - Downtown Windsor	\$81,682
99SON06	City of Santa Rosa	Class 1 Bicycle Path - Downtown (0.5 mi.)	\$56,757
99SON07	City of Sebastopol	Class 1 Bicycle Path - Connector (0.2 mi.)	\$20,890
99SON08	Sonoma County Transit	Park and Ride Facility - Downtown Windsor	\$33,457
Total			<u><u>\$2,861,170</u></u>