



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

BOARD OF DIRECTORS  
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

TIM SMITH - CHAIR  
TOM BATES  
SCOTT HAGGERTY  
YORIKO KISHIMOTO

JAKE McGOLDRICK – VICE CHAIR  
CAROL KLATT  
MARK ROSS  
JOHN SILVA  
GAYLE B. UILKEMA

WEDNESDAY  
JULY 9, 2008  
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 MAY 14, 2008**

4. **CONSIDERATION OF CARL MOYER YEAR 10 FUNDING AND MOBILE SOURCE INCENTIVE FUND PROJECTS**

J. Broadbent/5052

[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee will consider recommending Board of Directors' approval of staff recommendations for the funding of eligible projects under the Carl Moyer Program (CMP) Year 10 and the Mobile Source Incentive Fund (MSIF) and authorize the Executive Officer/APCO to enter into all necessary contracts.*

5. **CONSIDERATION OF EXPENDITURE PLANS FOR TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGERS**

J. Colbourn/5192

[jcolbourn@baaqmd.gov](mailto:jcolbourn@baaqmd.gov)

*The Committee will consider recommending Board of Directors' approval of staff recommendations on the approval of expenditure plans for TFCA County Program Manager Projects and authorization of the Executive Officer/APCO to execute all necessary contracts.*

6. **CONSIDERATION OF \$796,573 IN CALIFORNIA GOODS MOVEMENT BOND FUNDING TO ENGAGE AN ADMINISTRATIVE CONSULTANT TO ASSIST IN PROGRAM EXECUTION**

J. Colbourn/5192

[jcolbourn@baaqmd.gov](mailto:jcolbourn@baaqmd.gov)

*The Committee will consider recommending Board of Directors' approval of TIAX LLC to provide administrative services for the California Goods Movement Bond in an amount not to exceed \$796,573 and the authorization of the Executive/APCO to execute all necessary contracts.*

7. **CONSIDERATION OF APPROVAL TO RESERVE \$3.375 MILLION IN MOBILE SOURCE INCENTIVE FUNDS (MSIF) TO MATCH FUNDS FROM THE SCHOOL BUS PROGRAM PORTION OF THE CALIFORNIA GOODS MOVEMENT BOND**

**J. Colbourn/5192**

[jcolbourn@baaqmd.gov](mailto:jcolbourn@baaqmd.gov)

*The Committee will consider recommending Board of Directors' approval of reserving \$3.375 million in MSIF funding to match available Goods Movement Bond funding for replacement of approximately 80 school buses ranging in age from 1977 to 1986 and authorization for the Executive Officer/APCO to execute all necessary contracts.*

8. **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).*

9. **TIME AND PLACE OF NEXT MEETING: AT THE CALL OF THE CHAIR**

10. **ADJOURNMENT**

**CONTACT EXECUTIVE OFFICE - 939 ELLIS STREET  
SAN FRANCISCO, CA 94109**

**(415) 749-5073**

**FAX: (415) 928-8560**

**BAAQMD homepage:**

[www.baaqmd.gov](http://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 Executive Office should be given at least three working days prior to the date of the meeting so that arrangements can be made accordingly.
- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the District's offices at 939 Ellis Street, San Francisco, CA 94109, at the time such writing is made available to all, or a majority of all, members of that body. Such writing(s) may also be posted on the District's website ([www.baaqmd.gov](http://www.baaqmd.gov)) at that time.

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

**EXECUTIVE OFFICE:**  
**MONTHLY CALENDAR OF DISTRICT MEETINGS**

**JULY 2008**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Ad Hoc Cme. on Port Emissions</b>	Wednesday	2	9:30 a.m.	Port of Oakland Board Room 530 Water Street Oakland, CA 94607
<b>Board of Directors Public Outreach Committee</b> (Meets 1 <sup>st</sup> Thursday every other Month) - CANCELLED	Thursday	3	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Mobile Source Committee</b> – (Meets 4 <sup>th</sup> Thursday of each Month)	Wednesday	9	9:30 a.m.	2 <sup>nd</sup> Floor Training Conf. Room
<b>Board of Directors Regular Meeting</b> (Meets 1 <sup>st</sup> & 3 <sup>rd</sup> Wednesday of each Month)	Wednesday	9	11:00 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> (Meets 2 <sup>nd</sup> Wednesday Every Other Month)	Wednesday	9	2:00 p.m.	2 <sup>nd</sup> Floor Conf. Room
<b>Board of Directors Regular Meeting</b> (Meets 1 <sup>st</sup> & 3 <sup>rd</sup> Wednesday of each Month) - CANCELLED	Wednesday	16	9:45 a.m.	Board Room
<b>Joint Policy Committee</b>	Friday	18	10:00 a.m. – 12:00 p.m.	MTC 101 - 8 <sup>th</sup> Street Oakland, CA 94607
<b>Board of Directors Budget &amp; Finance Committee</b> (Meets 4 <sup>th</sup> Wednesday of each month) CANCELLED	Wednesday	23	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Legislative Committee</b> (Meets 4 <sup>th</sup> Monday of the Month)	Monday	28	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Regular Meeting</b> (Meets 1 <sup>st</sup> & 3 <sup>rd</sup> Wednesday of each Month)	Wednesday	30	9:45 a.m.	Board Room

**AUGUST 2008**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Advisory Council Technical Committee</b> (Meets 1 <sup>st</sup> Monday of every even Month)	Monday	4	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Regular Meeting</b> (Meets 1 <sup>st</sup> & 3 <sup>rd</sup> Wednesday of each Month) - CANCELLED	Wednesday	6	9:45 a.m.	Board Room
<b>Advisory Council Air Quality Planning Committee</b> (Meets 1 <sup>st</sup> Thursday Even Month) - RESCHEDULED	Thursday	7	9:00 a.m.	Room 716

## AUGUST 2008

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Advisory Council Air Quality Planning Committee</b> <i>(Meets 2<sup>nd</sup> Monday Even Month)</i>	Monday	11	9:00 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Advisory Council Public Health Committee</b> – <i>(Meets 2<sup>nd</sup> Wednesday Even Month)</i>	Wednesday	13	1:30 p.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Regular Meeting</b> <i>(Meets 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i> - CANCELLED	Wednesday	20	9:45 a.m.	Board Room
<b>Board of Directors Legislative Committee</b> <i>(Meets 4<sup>th</sup> Monday of every Month)</i> - CANCELLED	Monday	25	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets 4<sup>th</sup> Wednesday of each month)</i> - CANCELLED	Wednesday	27	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Mobile Source Committee</b> – <i>(Meets 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED	Thursday	28	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

## SEPTEMBER 2008

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	3	11:00 a.m.	Board Room
<b>Board of Directors Public Outreach Committee</b> <i>(Meets 1<sup>st</sup> Thursday every other Month)</i>	Thursday	4	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Advisory Council Executive Committee Meeting</b> <i>(Meets 2<sup>nd</sup> Wednesday Every Other Month)</i>	Wednesday	10	9:00 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> <i>(Meets 2<sup>nd</sup> Wednesday Every Other Month)</i>	Wednesday	10	10:00 a.m.	Board Room
<b>Board of Directors Stationary Source Committee Meeting</b> <i>(Meets 3<sup>rd</sup> Monday Quarterly)</i>	Monday	15	9:30 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	17	9:45 a.m.	Board Room
<b>Board of Directors Climate Protection Committee Meeting</b> <i>(Meets 3<sup>rd</sup> Thursday Every Other Month)</i>	Thursday	18	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Joint Policy Committee</b>	Friday	19	10:00 a.m. – 12:00 p.m.	MTC 101 - 8 <sup>th</sup> Street Oakland, CA 94607
<b>Board of Directors Legislative Committee</b> <i>(Meets 4<sup>th</sup> Monday of the Month)</i>	Monday	22	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets 4<sup>th</sup> Wednesday of each month)</i>	Wednesday	24	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Mobile Source Committee</b> – <i>(Meets 4<sup>th</sup> Thursday of each Month)</i>	Thursday	25	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

HI

7/2/08 (10:25 a.m.)

P/Library/Forms/Calendar/Calendar/Moncal

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: July 3, 2008

Re: Mobile Source Committee Draft Meeting Minutes

RECOMMENDED ACTION:

Approve attached draft minutes of the Mobile Source Committee meeting of May, 2008.

DISCUSSION

Attached for your review and approval are the draft minutes of the May 14, 2008 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., Wednesday, May 14, 2008

**1. Call to Order – Roll Call:** Chair Tim Smith called the meeting to order at 9:38 a.m.

**Present:** Tim Smith, Chair, Yoriko Kishimoto, Carol Klatt, Jake McGoldrick, Mark Ross, John Silva, Gayle B. Uilkema (arrived at 9:42 a.m.)

**Absent:** Tom Bates, Scott Haggerty, John Silva

**Also Present:** Director Pam Torliatt; Richard Sinkoff, Port of Oakland

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

**3. Approval of Minutes of March 27, 2008:** Director McGoldrick moved approval of the minutes; seconded by Director Klatt; carried unanimously without objection.

**4. Consideration of Recommendation Authorizing the Executive Officer/APCO to accept up to \$8.4 million in School Bus Replacement Funding from the California Air Resources Board.** *The Committee considered recommending Board of Director's approval to adopt a resolution allowing the Executive Officer/APCO to accept up to \$8.4 million in California Goods Movement Bond monies to replace high emitting diesel school buses.*

Geraldina Grunbaum, Environmental Planner, said the goal of the school bus replacement funding is to reduce school children's exposure to harmful air pollutants and provide financial incentives to replace older public school buses with new clean buses. She said Proposition 1B was approved by voters in November of 2006 which authorized \$193 million to ARB for the Lower-Emission School Bus Program funding (LESBP) and with a priority of replacing pre-1977 public school buses and the District's share of the population of 1977 through 1986 buses. The Air District has identified there are 4 pre-1977 and 100 1977-1986 public school buses.

Ms. Grunbaum said \$8.4 million is being allocated to the Bay Area, funding is being distributed in allotments of \$4.2 million over a two year period each year and must be expended by 2011. In order to accept funds, the Board must submit a resolution authorizing the District to accept the grant award, commit the District to follow all program guidelines and requirements, and direct the Executive Officer/APCO to implement the local program.

Director McGoldrick confirmed with Damien Breen, Grants Manager, that approximately 64 buses could be replaced over the two-year period based on the \$25,000 match coming from the Mobile Source Incentive Fund.

Director Kishimoto confirmed with Mr. Breen that standards for the new buses will meet the most updated emission standards and will be in compliance with the ARB's new rule, which takes them out to the year 2020.

Chair Smith said he fully supported the recommendation of staff and believes it is an excellent program.

**Committee Action:** Director Kishimoto moved to recommend Board of Director's approval to adopt a resolution allowing the Executive Officer/APCO to accept up to \$8.4 million in California Goods Movement Bond monies to replace high emitting diesel school buses; seconded by Director McGoldrick; carried unanimously without objection.

**5. Consideration of Recommendation Authorizing the Executive Officer/APCO to enter into an Administrative Cost Funding Agreement with TFCA County Program Managers.** *The Committee considered recommending Board of Director's approval to allow the Executive Officer/APCO to enter into an administrative funding agreement with TFCA County Program Managers.*

Andrea Gordon, Senior Environmental Planner, stated the TFCA legislation permits up to 5% of TFCA funds for administrative costs. The Air District allocated 40% of revenues received to the TFCA County program managers to administer the TFCA program at the local level and program managers are allowed to use up to 5% for administrative costs associated with the program each fiscal year. The Air District policy currently does not allow costs to be incurred without an executed funding agreement and agreements are typically not executed until after July 1<sup>st</sup>.

In October 2007 the Air District and program manager staff formed a working group to discuss TFCA program issues. Program managers suggested a change was needed to ease administrative cost burdens and believed a funding agreement would facilitate such administration.

Therefore, staff requests that the Committee recommend the Board of Directors approve the allocation to each Transportation Fund for Clean Air (TFCA) County Program Manager of up to 5% of its estimated fiscal year 2008/09 revenues for the purpose of administering the TFCA County Program Manager Fund during FY 2008/09; and authorize the Executive Officer/APCO to execute contracts with the County Program Managers for this purpose.

Chair Smith said he appreciates the work done, believed progress is being made, acknowledged historic difficulties in the past and suggested something be done at the legislative level if the problem is not fixed. Mr. Colbourn said this could be discussed at their May 29, 2008 meeting.

**Committee Action:** Director McGoldrick moved to recommend Board of Director's approval to allow the Executive Officer/APCO to enter into an administrative funding agreement with TFCA County Program Managers; seconded by Director Uilkema; carried unanimously without objection.

**6. Consideration of Recommendation for Approval to Reserve Up to \$5 million in TFCA Funding to Match Goods Movement Bonds for Truck Retrofits at Ports and Intermodal Railyards.** *The Committee received an update on the Air District's California Goods Movement Bond (I-Bond) applications and considered recommending Board of Director's approval to reserve \$5 million in TFCA funding to match Goods Movement Bond funds for truck retrofits at port and intermodal railyards.*

Damien Breen, Grants Manager, provided a presentation and update on the Goods Movement Bond and discussed match funding for the Bond through the TFCA program. He said in November 2006, voters were authorized \$1 billion to reduce the health risk from freight movement in trade corridors in California. The funds were split into two; \$25 million for early grants statewide, and a main grant of \$225 million. On February 28, 2008 the ARB allocated \$140 million for the Bay Area Trade Corridor for the next four years and awarded \$3.4 million in early grants to the District for an electrical grid system to provide shore power for ships harboring at the APL Terminal in Oakland and to provide retrofits at the Port of Oakland for 75 trucks.

As part of the \$225 million, the ARB required local agencies to submit an application. The application was discussed at the April 2<sup>nd</sup> Board meeting where staff described how funds would be spent. The application was required to be submitted on April 4<sup>th</sup> and it will be recommended for approval to the ARB on May 22, 2008 and included:

▪ Port Drayage Trucks – Retrofits/Repowers <i>(Retrofits \$5 million; Repower \$1.3 million)</i>	\$6.3 million
▪ Goods Movement Trucks <i>(retrofits, replacements, repowers)</i>	\$17.4 million
▪ Locomotives	\$3.1 million
▪ Marine Harbor Craft	<u>\$4.3 million</u>
Total:	\$31.1 million

Mr. Breen said the total allocation of \$35 million is from \$31.1 million, early grants, and some administrative grants for the first year of the program. Staff applied for \$5 million with a placeholder for \$5 million in matching funds from the TFCA program because the West Oakland Health Risk Assessment indicated there is 3 times the cancer risk from diesel particulates in West Oakland, and staff estimates that 80% is coming from diesel particulate. He said a portion of the report is apportioned to the Port of Oakland and a portion to other trucks, and this was principally how staff structured their proposal. They found trucks at the Port of Oakland are the oldest and highest emitting.

The Port of Oakland will provide \$5 million to match the bond funds for retrofits, which would represent a partnership between all parties in order to get the problem solved. He said 1,000 trucks are being retrofitted, or roughly 50% of the entire drayage fleet in the Bay Area. In retrospect and comparison to last year's TFCA program amount of an 800 ton reduction, the Air District gets a reduction of 900 tons for \$5 million.

In conclusion, the Air District has \$12.7 million projected for FY 2007/08; \$10 million will go to the County Program Managers and \$5 million or 40% will be used to match the Goods Movement Bond which will still leave \$7.7 in the regional fund. Therefore, staff's recommendation is for the Committee to recommend the Board of Directors reserve \$5 million from TFCA funds for retrofits at Bay Area Ports, and to place a \$5,000 funding cap on the amount of TFCA dollars available for each retrofit device.

Chair Smith questioned and confirmed with Mr. Breen that there is no match requirement for I-Bond monies; the State has simply indicated a straight dollar amount - \$5,000 for a retrofit, \$20,000 for a repower, and \$50,000 to replace a truck.



Richard Sinkoff, Director of Environmental Programs and Planning, Port of Oakland, said their Executive Director and Board of Commissioners have worked closely with Air District and ARB staff on the program. He said the Port of Oakland supports the action to reserve the \$5 million, thinks it is important towards the success of the program which is time-sensitive and said the Port wants to materially improve the health risk state of residents. They developed this as one of many initiatives within the larger portions of the Maritime Air Quality Improvement Plan and the Comprehensive Truck Management Plan, and retrofitting is tied to an overall program to reduce diesel emissions from Port sources.

He described the many sources of emissions such as ships, harbor craft, equipment, and said this component of the drayage trucks takes containers from the yards and moves them onto the rail system or out into the region. There are about 2,000 trucks doing this and the retrofit project would address about half of them.

Regarding effectiveness, Mr. Sinkoff said the Port just celebrated replacement of their 80<sup>th</sup> truck. They have been working on other projects and said the Vision 2000 Maritime Development Program and Air Quality Component started 10 years ago which has provided several millions to replace and retrofit trucks and equipment. Through this process, they have developed many relationships with suppliers, vendors and staff at the Air District, and he is confident in their ability to attract truckers into the program. In addition, Mr. Sinkoff said many owners/operators are aware of the deadline.

Chair Smith referred to Senator Lowenthal's Bill last year and said he believed the Port needed that legislation in order to levy the container fee. Mr. Sinkoff said the Port could use its own legislative authority to impose the fee and their preference is to work with its own ordinance. He discussed the equity of competition in ports, discretionary cargo and market share and said they believe a fee can be set that funds this program and infrastructure programs while not affecting competition.

Chair Smith confirmed with Mr. Breen that as of December 2009, no un-retrofitted trucks, the bulk of which were those between 1994 and 2003, would be allowed to enter the Port.

**Committee Action:** Director Uilkema moved to recommend Board of Director's approval to reserve \$5 million in TFCA funding to match Goods Movement Bond funds for truck retrofits at port and intermodal railyards; seconded by Director Ross; carried unanimously without objection.

**7. Committee Member Comments/Other Business:** Chair Smith reported the Committee meeting has been moved to July 10<sup>th</sup>, which is a Thursday, and he asked Mr. Broadbent to let him know if there are problems with members meeting on Thursdays.

**8. Time and Place of Next Meeting:** At the call of the Chair.

**9. Adjournment:** The meeting adjourned at 10:40a.m.

*/s/ Lisa Harper*  
Lisa Harper  
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: July 2, 2008

Re: Consideration of Carl Moyer Year 10 Funding and Mobile Source Incentive  
Fund Projects

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RECOMMENDED ACTIONS

1. Recommend Board of Directors' approval of the allocation of \$20,756,901 in funding from a combination of Carl Moyer Program (CMP) funds and Mobile Source Incentive Fund (MSIF) funds for the projects listed in Attachment 1;
2. Recommend Board of Directors' authorization for the Executive Officer/APCO to expend funding on eligible projects and to enter into funding agreements with recipients of grant awards for the projects listed in Attachment 1.

BACKGROUND

**Carl Moyer Program (CMP)**

The main purpose of the CMP is to provide funds for the implementation of projects that reduce emissions from heavy-duty engines. Heavy-duty diesel engines are major sources of oxides of nitrogen (NO<sub>x</sub>), 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.

The 2005 CMP guidelines incorporated light-duty vehicle scrap programs into the list of CMP eligible equipment categories. In June 2008 CARB approved the Air District's CMP implementation plan for the Vehicle Buy-back program (VBB). The approval of the plan provides the Air District with the flexibility of counting vehicles scrapped under the VBB program as match or CMP projects. The approval also allows the Air District to expend CMP funds on the VBB program.

CARB administers the CMP in partnership with local air districts. CARB develops CMP guidelines, 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 project applications, selecting and awarding grant funds to projects consistent with CARB guidelines and criteria, and administering the awarded CMP grants.

The most common types of projects funded as part of 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 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 \$11,209,947 for the Year 10 CMP funding cycle \$560,497 of which has been designated for administrative costs, while the remaining \$10,649,450 will be used to fund emission reduction projects. The CMP Year 10 funds have a minimum match requirement of \$1,729,930. To achieve the minimum matching fund requirements staff recommends that the Air District fund additional projects using MSIF revenues.

On September 20, 2006 the Board authorized the Executive Officer/APCO to initiate a program with the Sacramento Metropolitan Air Quality Management District for joint use of Carl Moyer Program Funds for multi-regional projects in the amount of \$500,000.

#### **Mobile Source Incentive Fund (MSIF)**

AB 923 (Firebaugh), enacted in 2004 (codified in part in 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 2005 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. For the Year 10 CMP funding cycle CARB gave districts the choice of using either the 2005 guidelines or the newly revised 2008 guidelines. Because of the timing of the release of the new 2008 CMP guidelines and staff's familiarity with the current guidelines, the Air District elected to use the 2005 CMP guidelines and interim Program Advisories for Year 10 implementation. The 2008 Program guidelines will be used by the Air District to implement Year 11 of the CMP.

CARB CMP guidelines require that each project achieve a cost-effectiveness of \$14,300 or less per ton of emissions reduced to be eligible for 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. As part of the Air District's integrated targeting strategy for grant funding programs approved by the Board on March 5, 2008 staff prioritized projects reducing emissions in the six most impacted communities identified by the Community Air Risk Evaluation (CARE) program. The six communities identified as most highly impacted are: Concord, Eastern San Francisco, East Oakland/San Leandro, Richmond, San Jose and West Oakland.

### **Solicitation and Outreach**

Air District staff began soliciting Year 10 CMP/ MSIF grant applications on February 1, 2008. Staff developed and executed an extensive outreach campaign to encourage the submittal of grant applications. Part of this campaign was a series of seven public workshops in the following locations: Richmond, San Francisco, two in West Oakland, Vallejo, East Palo Alto and San Jose. In addition to the public workshops staff also distributed outreach materials at nineteen other events, including: Speaking at the CA Trucking Association Annual Dinner, speaking at County Farm Bureau meetings, meetings with equipment vendors and having a booth with CMP/ MSIF materials at the Small Boat Commercial Salmon Fishermen's Association Sponsored 2008 Swap Meet. Staff also utilized the services of a contractor to assist with the outreach efforts. The deadline for submittal of grant applications was April 4, 2008.

### **Grant Applications Evaluation**

Air District staff reviewed and evaluated the Year 10 CMP grant applications based upon:

- The 2005 CMP guidelines issued by CARB on January 6, 2006;
- The Air District's Year 10 CMP procedures approved by CARB
- Applicable regulations; and
- The Air District's AB 1390 methodology.

### **Project Recommendations**

The Air District received 173 grant applications requesting incentive funds to reduce emissions from 770 heavy-duty engines. The results of the grant application evaluations performed by staff are summarized in Attachment 1 "Projects Recommended for Funding." Attachment 1 lists 359 engines that staff recommends be awarded grants for an aggregate of \$20,256,901 in funding, using a combination of CMP funds and MSIF revenues. These projects would reduce approximately 1,132 tons of oxides of nitrogen (NOx), 113 tons of reactive organic gases (ROG), and 45 tons of particulate matter (PM) over their project life. Over 90% of the funds recommended for allocation will be for projects that reduce emissions in impacted communities. Table 1 summarizes the projects recommended for funding by impacted community designation. Table 2 provides a summary of the recommended grant awards by equipment category.

**Table 1:** Recommended grant awards by AB1390 designation

Designation	Number of engines	Total grant awards	Lifetime emissions reduction (tons)		
			NOx	ROG	PM
AB1390: Highly Impacted*	118	\$5,372,981	251.76	14.47	12.71
AB1390: Impacted	157	\$13,034,932	790.34	96.12	27.18
Not AB1390	84	\$1,848,988	90.88	3.30	5.79
<b>Total</b>	<b>359</b>	<b>\$20,256,901</b>	<b>1,132.98</b>	<b>113.89</b>	<b>45.69</b>

\*Six most highly impacted communities: Concord, Eastern San Francisco, East Oakland/San Leandro, Richmond, San Jose and West Oakland.

**Table 2:** Recommended grant awards by equipment category

Project category	Number of engines	Total grant awards	Lifetime emissions reduction (tons)		
			NOx	ROG	PM
On-Road	198	\$4,423,969	167.28	0.73	13.08
Off-Road	21	\$939,778	34.54	4.66	1.87
Marine	134	\$12,548,910	776.04	95.55	25.98
Locomotive	2	\$2,300,948	146.61	11.75	4.39
Ag (Irrigation) Pump	4	\$43,296	8.52	1.21	0.37
<b>Total</b>	<b>359</b>	<b>\$20,256,901</b>	<b>1,132.98</b>	<b>113.89</b>	<b>45.69</b>

Staff recommends the allocation of \$20,756,901 for the CMP eligible projects listed in Attachment 1 and \$500,000 for multi-regional projects with the Sacramento Metropolitan Air Quality Management District using a combination of CMP funds and MSIF funds. Staff also recommends that your Board authorize the Executive Officer to enter into funding agreements with recipients of grant awards for the projects listed in Attachment 1.

#### 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 and MSIF are included in the FY 2007/2008 and FY 2008/2009 budgets under *Program 307– Mobile Source Grants and Program 310– Mobile Source Incentive Funds*. 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 10 CMP funding cycle, the Air District’s required match amount is \$1,729,930. The Air District expects to fulfill this match obligation through the allocation of MSIF funds to projects that comply with CMP guidelines and criteria.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Anthony Fournier  
Reviewed by: Jack M. Colbourn

Attachment

# Attachment 1:

## BAAQMD Year 10 Carl Moyer Program/ MSIF Project Recommendations

Project Group Designation - **AB1390: Highly Impacted**

<i>Cost-Effectiveness</i>	<i>Project #: 10MOY__</i>	<i>Equipment ID/ Unit #</i>	<i>Applicant</i>	<i>Equipment Category</i>	<i>Project Type</i>	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
\$6,287	143	1004	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.61941	0.08544	0.03127	\$54,749
\$6,441	120	1115	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.42450	0	0.04449	\$23,495
\$6,486	123	16099	Norcal Waste Systems, Inc.	On-road	Retrofit only	0.51013	0	0.03976	\$23,495
\$6,735	123	16101	Norcal Waste Systems, Inc.	On-road	Retrofit only	0.49124	0	0.03829	\$23,495
\$8,180	132	1	Royal Trucking Company	On-road	Retrofit only	0.35461	0	0.02764	\$20,598
\$8,430	7	42	C & A Trucking	On-road	Retrofit only	0.41763	0	0.03255	\$25,000
\$8,530	132	21	Royal Trucking Company	On-road	Retrofit only	0.34009	0	0.02651	\$20,598
\$8,695	14	3	Rich Ladeira Trucking, Inc.	On-road	Repower & retrofit	0.60915	0.03534	0.08457	\$56,364
\$9,188	7	40	C & A Trucking	On-road	Retrofit only	0.41021	0	0.02852	\$25,000
\$9,391	113	598	Petaluma Acquisitions LLC	On-road	Retrofit only	0.37488	0	0.02922	\$25,000
\$9,744	120	2114	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.24885	0	0.02608	\$20,836
\$9,788	60	16	PJ's Lumber Inc.	On-road	Retrofit only	0.24002	0	0.01668	\$25,000
\$9,799	135	15	S.S. Skikos Trucking	On-road	Retrofit only	0.35929	0	0.02800	\$25,000
\$9,980	143	1002	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.38683	0.05391	0.01981	\$43,439
\$10,322	88	1	Salt River Construction Inc.	Off-road	Repower & Retrofit	0.92254	0.12719	0.04821	\$128,206
\$10,403	88	2	Salt River Construction Inc.	Off-road	Repower & Retrofit	0.91542	0.12621	0.04784	\$127,216
\$10,418	132	31	Royal Trucking Company	On-road	Retrofit only	0.27844	0	0.02170	\$20,598

\$10,566	7	43	C & A Trucking	On-road	Retrofit only	0.33319	0	0.02597	\$25,000
\$10,754	120	2118	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.29209	0	0.02030	\$20,836
\$10,812	7	45	C & A Trucking	On-road	Retrofit only	0.32563	0	0.02538	\$25,000
\$10,880	120	3101	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.30412	0	0.02370	\$23,495
\$10,896	132	45	Royal Trucking Company	On-road	Retrofit only	0.33427	0	0.02463	\$25,000
\$10,959	103	1	Economy Lumber Company	On-road	Retrofit only	0.20296	0	0.02127	\$25,000
\$11,251	60	30	PJ's Lumber Inc.	On-road	Retrofit only	0.19506	0	0.01520	\$25,000
\$11,408	154	T110	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.23593	0	0.01839	\$25,000
\$11,488	109	2209	Diana Zesati	On-road	Retrofit only	0.30646	0	0.02389	\$25,000
\$11,559	103	2	Economy Lumber Company	On-road	Retrofit only	0.14536	0	0.0317	\$25,000
\$11,594	142	168	Bode Gravel Company	On-road	Retrofit only	0.20711	0	0.01526	\$21,559
\$11,823	7	38	C & A Trucking	On-road	Retrofit only	0.31877	0	0.02216	\$25,000
\$11,847	108	93	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.18524	0	0.01444	\$25,000
\$11,869	120	121	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.26464	0	0.0184	\$20,836
\$11,878	41	44	Timothy Ore	On-road	Repower & retrofit	0.39210	0.02533	0.0568	\$66,977
\$11,881	142	154	Bode Gravel Company	On-road	Retrofit only	0.25553	0	0.01992	\$21,559
\$11,884	113	539	Petaluma Acquisitions LLC	On-road	Retrofit only	0.1977	0	0.01374	\$25,000
\$11,932	103	3	Economy Lumber Company	On-road	Retrofit only	0.15189	0	0.03015	\$25,000
\$11,962	53	19	North Bay Construction	On-road	Retrofit only	0.1858	0	0.01418	\$25,000
\$11,963	145	92	Rock Transport	On-road	Retrofit only	0.22499	0	0.01754	\$25,000
\$12,039	135	108	S.S. Skikos Trucking	On-road	Retrofit only	0.29244	0	0.02279	\$25,000
\$12,046	149	256	Rodolfo Mendoza	On-road	Repower & retrofit	0.38664	0.02498	0.05601	\$66,977
\$12,069	142	159	Bode Gravel Company	On-road	Retrofit only	0.25155	0	0.01961	\$21,559
\$12,098	142	169	Bode Gravel Company	On-road	Retrofit only	0.25961	0	0.01913	\$21,559



\$12,141	142	155	Bode Gravel Company	On-road	Retrofit only	0.25007	0	0.01949	\$21,559
\$12,143	121	TP5	Argonaut Constructors	On-road	Retrofit only	0.22166	0	0.01728	\$25,000
\$12,199	154	T12	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.28859	0	0.02249	\$25,000
\$12,213	135	11	S.S. Skikos Trucking	On-road	Retrofit only	0.28827	0	0.02247	\$25,000
\$12,343	145	91	Rock Transport	On-road	Retrofit only	0.30535	0	0.02123	\$25,000
\$12,365	145	93	Rock Transport	On-road	Retrofit only	0.21768	0	0.01697	\$25,000
\$12,369	154	T9	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.21761	0	0.01696	\$25,000
\$12,377	120	2116	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.19592	0	0.02054	\$20,836
\$12,432	120	1120	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.20347	0	0.01586	\$23,495
\$12,551	37	757142-18	California Northern Railroad	Locomotive	New Purchase	4.1757	0.38401	0.14417	\$1,269,600
\$12,645	145	95	Rock Transport	On-road	Retrofit only	0.21286	0	0.01659	\$25,000
\$12,704	60	9	PJ's Lumber Inc.	On-road	Retrofit only	0.08245	0	0.01798	\$25,000
\$12,806	142	156	Bode Gravel Company	On-road	Retrofit only	0.23707	0	0.01848	\$21,559
\$12,807	142	160	Bode Gravel Company	On-road	Retrofit only	0.23706	0	0.01848	\$21,559
\$12,815	105	805	Gurpreet Singh	On-road	Retrofit only	0.17125	0	0.01335	\$25,000
\$12,833	142	171	Bode Gravel Company	On-road	Retrofit only	0.24476	0	0.01803	\$21,559
\$12,853	142	161	Bode Gravel Company	On-road	Retrofit only	0.23621	0	0.01841	\$21,559
\$12,896	142	162	Bode Gravel Company	On-road	Retrofit only	0.23542	0	0.01835	\$21,559
\$12,913	142	173	Bode Gravel Company	On-road	Retrofit only	0.24324	0	0.01792	\$21,559
\$12,945	142	166	Bode Gravel Company	On-road	Retrofit only	0.24263	0	0.01787	\$21,559
\$13,042	142	158	Bode Gravel Company	On-road	Retrofit only	0.23280	0	0.01814	\$21,559
\$13,107	135	134	S.S. Skikos Trucking	On-road	Retrofit only	0.17322	0	0.01276	\$25,000
\$13,147	135	135	S.S. Skikos Trucking	On-road	Retrofit only	0.21180	0	0.01560	\$25,000
\$13,197	154	T16	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.21833	0	0.01518	\$25,000

\$13,300	120	123	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.18055	0	0.01255	\$20,835
\$13,307	142	170	Bode Gravel Company	On-road	Retrofit only	0.23603	0	0.01739	\$21,559
\$13,335	135	29	S.S. Skikos Trucking	On-road	Retrofit only	0.17025	0	0.01254	\$25,000
\$13,340	145	94	Rock Transport	On-road	Retrofit only	0.26393	0	0.02057	\$25,000
\$13,393	142	163	Bode Gravel Company	On-road	Retrofit only	0.2267	0	0.01767	\$21,559
\$13,399	142	167	Bode Gravel Company	On-road	Retrofit only	0.23442	0	0.01727	\$21,559
\$13,402	113	554	Petaluma Acquisitions LLC	On-road	Retrofit only	0.26269	0	0.02047	\$25,000
\$13,445	142	172	Bode Gravel Company	On-road	Retrofit only	0.23361	0	0.01721	\$21,559
\$13,508	7	44	C & A Trucking	On-road	Retrofit only	0.19926	0	0.01553	\$25,000
\$13,661	108	109	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.19703	0	0.01536	\$25,000
\$13,723	13	60	Mid Coast Trans. Inc.	On-road	Retrofit only	0.15993	0	0.01247	\$25,000
\$13,733	6	39	Frank Ted Ekler	On-road	Repower & retrofit	0.31230	0.01182	0.05097	\$66,977
\$13,790	7	39	C & A Trucking	On-road	Retrofit only	0.27330	0	0.019	\$25,000
\$13,796	155	794	Amtrak	Locomotive	New Purchase	4.85347	0.31295	0.11600	\$1,031,348
\$13,956	120	2119	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.22507	0	0.01565	\$20,836
\$13,960	142	164	Bode Gravel Company	On-road	Retrofit only	0.22499	0	0.01658	\$21,559
\$14,004	23	717	Victor M Valencia	On-road	Repower & retrofit	0.3252	0.01887	0.04515	\$63,389
\$14,137	154	T11	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.24905	0	0.01941	\$25,000
\$14,137	120	122	Monaghan Enterprise Inc. dba Cros	On-road	Retrofit only	0.13850	0	0.00963	\$20,836
\$14,139	142	165	Bode Gravel Company	On-road	Retrofit only	0.22215	0	0.01637	\$21,559
\$14,168	154	00	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.19653	0	0.01448	\$25,000
\$14,191	145	88	Rock Transport	On-road	Retrofit only	0.20305	0	0.01411	\$25,000
\$14,299	144	459	Right Away Redy Mix	On-road	Retrofit only	0.0789	0	0.00615	\$12,851
\$14,299	108	106	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.08846	0	0.00628	\$13,625

\$14,299	144	460	Right Away Redy Mix	On-road	Retrofit only	0.08667	0	0.00675	\$14,117
\$14,299	144	52	Right Away Redy Mix	On-road	Retrofit only	0.08443	0	0.00587	\$12,847
\$14,299	135	27	S.S. Skikos Trucking	On-road	Retrofit only	0.12223	0	0.00901	\$19,246
\$14,299	144	57	Right Away Redy Mix	On-road	Retrofit only	0.09343	0	0.00728	\$15,218
\$14,300	132	35	Royal Trucking Company	On-road	Retrofit only	0.23293	0	0.01716	\$22,863
\$14,300	108	97	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.14627	0	0.01078	\$23,031
\$14,300	144	56	Right Away Redy Mix	On-road	Retrofit only	0.08719	0	0.0068	\$14,203
\$14,300	108	91	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.14799	0	0.01153	\$24,106
\$14,300	144	465	Right Away Redy Mix	On-road	Retrofit only	0.08337	0	0.0065	\$13,580
\$14,300	135	35	S.S. Skikos Trucking	On-road	Retrofit only	0.14162	0	0.01043	\$22,299
\$14,300	108	75	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.12261	0	0.00852	\$18,657
\$14,300	135	19	S.S. Skikos Trucking	On-road	Retrofit only	0.13893	0	0.01024	\$21,876
\$14,300	143	1030	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.19721	0.02462	0.00872	\$20,571
\$14,300	135	33	S.S. Skikos Trucking	On-road	Retrofit only	0.12422	0	0.00915	\$19,560
\$14,300	108	108	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.10432	0	0.00769	\$16,426
\$14,300	144	54	Right Away Redy Mix	On-road	Retrofit only	0.08485	0	0.00661	\$13,822
\$14,300	135	31	S.S. Skikos Trucking	On-road	Retrofit only	0.12823	0	0.00945	\$20,191
\$14,300	144	464	Right Away Redy Mix	On-road	Retrofit only	0.08415	0	0.00656	\$13,708
\$14,300	108	102	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.11738	0	0.00865	\$18,482
\$14,300	135	191	S.S. Skikos Trucking	On-road	Retrofit only	0.07758	0	0.00605	\$12,638
\$14,300	109	2202	Diana Zesati	On-road	Retrofit only	0.13791	0	0.00947	\$20,831
\$14,300	135	192	S.S. Skikos Trucking	On-road	Retrofit only	0.10795	0	0.00841	\$17,585
\$14,300	108	31	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.10481	0	0.00772	\$16,503
\$14,300	143	1022	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.51805	0.06868	0.02559	\$57,020

\$14,300	143	1209	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.2835	0.02332	0.02150	\$38,248
\$14,300	109	2299	Diana Zesati	On-road	Retrofit only	0.13549	0	0.0093	\$20,466
\$14,300	135	5	S.S. Skikos Trucking	On-road	Retrofit only	0.15616	0	0.01086	\$23,762
\$14,300	144	47	Right Away Redy Mix	On-road	Retrofit only	0.08372	0	0.00582	\$12,740
\$14,300	108	92	Greg's Trucking Service, Inc.	On-road	Retrofit only	0.13925	0	0.01026	\$21,926

**Summary for 'AB1390 Designation' = AB1390: Highly Impacted (118 projects)**

	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
<b>Group Total</b>	37.3236	1.32265	2.52775	\$5,372,981

**Project Group Designation - ABI390: Impacted**

<i>Cost- Effectiveness</i>	<i>Project #: 10MOY__</i>	<i>Equipment ID/ Unit #</i>	<i>Applicant</i>	<i>Equipment Category</i>	<i>Project Type</i>	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
\$2,306	73	Liberty	Amnav Maritime Services	Marine	Repower	1.21786	0.20605	0.05613	\$16,297
\$2,689	125	Provider	Westar Marine Services	Marine	Repower	1.15344	0.23675	0.07118	\$21,000
\$3,563	125	Ms Katie	Westar Marine Services	Marine	Repower	0.87064	0.17871	0.05373	\$21,000
\$4,083	167	Amy Elise	Southampton Towing Company	Marine	Repower	4.34722	0.47024	0.13624	\$85,464
\$4,083	167	Amy Elise	Southampton Towing Company	Marine	Repower	4.34722	0.47024	0.13624	\$85,464
\$4,303	34	Bay Monarch (p)	Blue and Gold Ferry	Marine	Repower	9.20112	0.99262	0.28965	\$190,898
\$4,452	34	Bay Monarch (s)	Blue and Gold Ferry	Marine	Repower	8.89215	0.95929	0.27992	\$190,898
\$4,496	125	Fatcat (s)	Westar Marine Services	Marine	Repower	0.98847	0.14681	0.03875	\$23,832
\$4,496	125	Fatcat (p)	Westar Marine Services	Marine	Repower	0.98847	0.14681	0.03875	\$23,832
\$4,810	124	CB60 (AW)	Vortex Marine Construction, Inc.	Marine	Repower	1.54405	0.16702	0.05168	\$36,638
\$4,852	124	Vantage (JPD)	Vortex Marine Construction, Inc.	Marine	Repower	2.70776	0.27977	0.09865	\$66,796

\$4,862	124	Victory	Vortex Marine Construction, Inc.	Marine	Repower	1.4422	0.14849	0.05623	\$36,638
\$4,900	125	Baycat (p)	Westar Marine Services	Marine	Repower	0.85266	0.1356	0.03822	\$23,832
\$4,900	125	Baycat (s)	Westar Marine Services	Marine	Repower	0.85266	0.1356	0.03822	\$23,832
\$5,341	124	Vantage (SW)	Vortex Marine Construction, Inc.	Marine	Repower	1.21898	0.13079	0.04116	\$32,204
\$5,341	124	Vantage (AW2)	Vortex Marine Construction, Inc.	Marine	Repower	1.21898	0.13079	0.04116	\$32,204
\$5,341	124	Vantage (w/SN)	Vortex Marine Construction, Inc.	Marine	Repower	1.21898	0.13079	0.04116	\$32,204
\$5,620	5	Royal Melbourne (s)	Tom Larsen	Marine	Repower	0.99529	0.1684	0.04587	\$32,455
\$5,664	124	CB60 (SW)	Vortex Marine Construction, Inc.	Marine	Repower	1.14940	0.12333	0.03881	\$32,204
\$5,889	171	Gwendolyn Grace (s aux)	Marine Express, Inc.	Marine	Repower	0.28005	0.05406	0.01220	\$9,448
\$5,889	171	Gwendolyn Grace (p aux)	Marine Express, Inc.	Marine	Repower	0.28005	0.05406	0.01220	\$9,448
\$5,956	10	Happy Days (s)	Joe Nazar	Marine	Repower	1.88961	0.21515	0.06922	\$57,673
\$5,956	10	Happy Days (p)	Joe Nazar	Marine	Repower	1.88961	0.21515	0.06922	\$57,673
\$6,285	39	Beaver (s)	Bay Marine Services	Marine	Repower	1.19003	0.12785	0.03772	\$36,142
\$6,285	39	Beaver (p)	Bay Marine Services	Marine	Repower	1.19003	0.12785	0.03772	\$36,142
\$6,890	165	New Salmon Queen	New Salmon Queen Sportfishing,LL	Marine	Repower	1.47532	0.18495	0.04903	\$50,497
\$6,890	165	New Salmon Queen	New Salmon Queen Sportfishing,LL	Marine	Repower	1.47532	0.18495	0.04903	\$50,497
\$6,935	125	Taurus (p)	Westar Marine Services	Marine	Repower	0.62721	0.10248	0.02543	\$23,832
\$6,935	125	Taurus (s)	Westar Marine Services	Marine	Repower	0.62721	0.10248	0.02543	\$23,832
\$7,389	125	Kitsap	Westar Marine Services	Marine	Repower	1.05194	0.13188	0.01043	\$28,549
\$7,451	164	Liberty II	Robert G. Anthony	Marine	Repower	0.85279	0.11521	0.03048	\$32,620
\$7,491	65	Guard (hydaux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.76227	0.09556	0.00756	\$20,973
\$7,579	12	New Rayann (s)	John J. Atkinson Jr.	Marine	Repower	1.53184	0.19204	0.05091	\$57,674
\$7,579	12	New Rayann (p)	John J. Atkinson Jr.	Marine	Repower	1.53184	0.19204	0.05091	\$57,674
\$7,645	65	Protector (hydaux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.74684	0.09363	0.00740	\$20,973

\$7,697	126	Williamette Hustler	Salt River Construction Inc.	Marine	Repower	0.66799	0.07606	0.02601	\$27,007
\$7,697	126	Williamette Hustler	Salt River Construction Inc.	Marine	Repower	0.66799	0.07606	0.02601	\$27,007
\$7,783	19	Flash	Steve Talmadge	Marine	Repower	1.41699	0.17315	0.04782	\$55,000
\$7,790	69	Shelley Lind (s)	Jerico Products/Aaron Lind	Marine	Repower	1.00198	0.11409	0.03671	\$40,000
\$7,790	69	Shelley Lind (p)	Jerico Products/Aaron Lind	Marine	Repower	1.00198	0.11409	0.03671	\$40,000
\$7,883	169	Butchie B	Phil Bentivegna	Marine	Repower	1.77246	0.18225	0.06475	\$71,093
\$7,883	169	Butchie B	Phil Bentivegna	Marine	Repower	1.77246	0.18225	0.06475	\$71,093
\$8,065	34	Zelinsky (p)	Blue and Gold Ferry	Marine	Repower	0.72766	0.10893	0.02822	\$59,230
\$8,164	124	Vulcan	Vortex Marine Construction, Inc.	Marine	Repower	0.90973	0.09841	0.03045	\$36,638
\$8,258	171	Marin Sunshine (sm)	Marine Express, Inc.	Marine	Repower	0.31962	0.03138	0.00404	\$12,945
\$8,299	125	Sagittarian (p)	Westar Marine Services	Marine	Repower	0.91306	0.08683	0.01	\$27,635
\$8,299	125	Sagittarian (s)	Westar Marine Services	Marine	Repower	0.91306	0.08683	0.01	\$27,635
\$8,352	124	Victory	Vortex Marine Construction, Inc.	Marine	Repower	2.07205	0.25352	0.06987	\$86,296
\$8,448	171	Marin Sunshine (p aux)	Marine Express, Inc.	Marine	Repower	0.22049	0.03308	0.00843	\$12,945
\$8,708	88	4	Salt River Construction Inc.	Off-road	Repower & Retrofit	0.33232	0.03859	0.01400	\$41,438
\$9,036	171	Gwendolyn Grace (pm)	Marine Express, Inc.	Marine	Repower	1.71525	0.19644	0.06274	\$103,853
\$9,036	171	Gwendolyn Grace (sm)	Marine Express, Inc.	Marine	Repower	1.71525	0.19644	0.06274	\$103,853
\$9,344	162	Peralta	City of Alameda/Ferry E. Sanchez	Marine	Repower	0.56771	0.09414	0.02563	\$30,455
\$9,344	162	Peralta	City of Alameda/Ferry E. Sanchez	Marine	Repower	0.56771	0.09414	0.02563	\$30,455
\$9,520	124	Vengeance	Vortex Marine Construction, Inc.	Marine	Repower	0.44933	0.06833	0.01561	\$21,924
\$9,588	124	Joey (p)	Vortex Marine Construction, Inc.	Marine	Repower	0.92982	0.10598	0.03621	\$61,258
\$9,588	124	Joey (s)	Vortex Marine Construction, Inc.	Marine	Repower	0.92982	0.10598	0.03621	\$61,258
\$9,668	28	California Dawn (p)	James B. Smith	Marine	Repower	1.30962	0.16244	0.04381	\$63,000
\$9,668	28	California Dawn (s)	James B. Smith	Marine	Repower	1.30962	0.16244	0.04381	\$63,000

\$9,840	5	Royal Melbourne (p)	Tom Larsen	Marine	Repower	0.56843	0.09617	0.0262	\$32,455
\$9,909	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	15.9826	2.07913	0.51903	\$782,127
\$9,909	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	15.9826	2.07913	0.51903	\$782,127
\$9,909	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	15.9826	2.07913	0.51903	\$782,127
\$9,909	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	15.9826	2.07913	0.51903	\$782,127
\$10,203	65	Guard (S aux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.51476	0.06335	0.0173	\$26,166
\$10,203	65	Guard (P aux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.51476	0.06335	0.0173	\$26,166
\$10,226	46	F/V Blizzard (s)	Michael K. Peery	Marine	Repower	0.7339	0.08594	0.02865	\$51,700
\$10,226	46	F/V Blizzard (p)	Michael K. Peery	Marine	Repower	0.7339	0.08594	0.02865	\$51,700
\$10,414	65	Protector (S aux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.50434	0.06207	0.01695	\$26,166
\$10,414	65	Protector (P aux)	Crowley Maritime Corporation/Vess	Marine	Repower	0.50434	0.06207	0.01695	\$26,166
\$10,997	171	Lana (s)	Marine Express, Inc.	Marine	Repower	1.68430	0.17205	0.06176	\$123,403
\$10,997	171	Lana (p)	Marine Express, Inc.	Marine	Repower	1.68430	0.17205	0.06176	\$123,403
\$11,094	166	Saratoga	Power Engineering Contractors	Marine	Repower	0.63111	0.0666	0.02085	\$44,891
\$11,250	62	Brittany (gen)	C&W Diving Services, Inc.	Marine	Repower	0.09421	0.07294	0.01172	\$16,395
\$11,478	124	Vigor	Vortex Marine Construction, Inc.	Marine	Repower	0.52111	0.0605	0.00534	\$21,924
\$11,539	171	Delta Captain (s aux)	Marine Express, Inc.	Marine	Repower	0.34184	0.03356	0.00432	\$19,345
\$11,539	171	Delta Captain (p aux)	Marine Express, Inc.	Marine	Repower	0.34184	0.03356	0.00432	\$19,345
\$11,629	16	Allied Mariner (s)	Redwood Shore Diving Inc.	Marine	Repower	0.94889	0.10181	0.03204	\$87,569
\$12,010	163	Old Habits	Phillip Gray Sanchez	Marine	Repower	0.47451	0.05636	0.01627	\$45,785
\$12,094	8	KD17	Kadon Trucking Inc.	On-road	Retrofit only	0.23024	0	0.01696	\$25,000
\$12,169	9	Tigerfish	Allen Chin/A.C. Fishing Charters, In	Marine	Repower	0.83295	0.10990	0.02680	\$65,322
\$12,169	9	Tigerfish	Allen Chin/A.C. Fishing Charters, In	Marine	Repower	0.83295	0.10990	0.02680	\$65,322
\$12,219	10	Kitty Kat (p)	Joe Nazar	Marine	Repower	1.65795	0.21515	0.05393	\$100,086

\$12,219	10	Kitty Kat (s)	Joe Nazar	Marine	Repower	1.65795	0.21515	0.05393	\$100,086
\$12,320	50	Hayden Bay (p)	Associated Dock Enterprises	Marine	Repower	1.36927	0.14621	0.04383	\$106,970
\$12,320	50	Hayden Bay (s)	Associated Dock Enterprises	Marine	Repower	1.36927	0.14621	0.04383	\$106,970
\$12,438	39	Pacific Navigator (p)	Bay Marine Services	Marine	Repower	2.28876	0.23379	0.08392	\$145,000
\$12,438	39	Pacific Navigator (s)	Bay Marine Services	Marine	Repower	2.28876	0.23379	0.08392	\$145,000
\$12,574	54	Josephine	Rich Fitzpatrick	Marine	Repower	0.17384	0.02357	0.00617	\$17,955
\$12,633	16	Allied Mariner (p)	Redwood Shore Diving Inc.	Marine	Repower	0.82265	0.09367	0.03204	\$87,569
\$12,723	88	3	Salt River Construction Inc.	Off-road	Repower & Retrofit	0.62531	0.07476	0.02957	\$82,213
\$12,770	113	599	Petaluma Acquisitions LLC	On-road	Retrofit only	0.27569	0	0.02149	\$25,000
\$12,896	44	Play'n Hooky (p)	Art Roby	Marine	Repower	1.25048	0.14238	0.04581	\$82,634
\$12,896	44	Play'n Hooky (s)	Art Roby	Marine	Repower	1.25048	0.14238	0.04581	\$82,634
\$12,924	121	TP4	Argonaut Constructors	On-road	Retrofit only	0.0994	0	0.02168	\$25,000
\$13,120	71	Predator	Michael Andrews	Marine	Repower	0.36080	0.04543	0.01196	\$44,391
\$13,132	171	Ailene Elizabeth (s)	Marine Express, Inc.	Marine	Repower	1.85273	0.21026	0.06793	\$124,688
\$13,132	171	Ailene Elizabeth (p)	Marine Express, Inc.	Marine	Repower	1.85273	0.21026	0.06793	\$124,688
\$13,146	62	Brittany (s)	C&W Diving Services, Inc.	Marine	Repower	0.98	0.12286	0.03257	\$102,666
\$13,146	62	Brittany (p)	C&W Diving Services, Inc.	Marine	Repower	0.98	0.12286	0.03257	\$102,666
\$13,388	123	16077	Norcal Waste Systems, Inc.	On-road	Retrofit only	0.18894	0	0.01473	\$23,495
\$13,572	8	KD18	Kadon Trucking Inc.	On-road	Retrofit only	0.20516	0	0.01511	\$25,000
\$13,631	171	Southern Cross (m)	Marine Express, Inc.	Marine	Repower	3.59555	0.38579	0.11419	\$310,000
\$13,664	72	Cub	California Maritime Academy-CSU	Marine	Repower	0.9627	0.12513	0.04082	\$156,169
\$13,664	72	Little Bear	California Maritime Academy-CSU	Marine	Repower	0.9627	0.12513	0.04082	\$156,169
\$13,748	129	CAHornblower	Hornblower Cruises & Events	Marine	Repower	2.09305	0.26084	0.06982	\$187,152
\$13,748	129	CAHornblower	Hornblower Cruises & Events	Marine	Repower	2.09305	0.26084	0.06982	\$187,152



\$13,750	166	Saratoga	Power Engineering Contractors	Marine	Repower	0.50101	0.05264	0.01729	\$44,891
\$13,828	26	Dawn (p)	North Coast Divers Inc.	Marine	Repower	0.46473	0.05015	0.01462	\$75,164
\$13,828	26	Dawn (s)	North Coast Divers Inc.	Marine	Repower	0.46473	0.05015	0.01462	\$75,164
\$13,992	31	Nan	Jesse D. Langley	Marine	Repower	0.46192	0.05329	0.01686	\$43,295
\$14,084	42	Lynn Marie (p)	Foss Maritime Company	Marine	Repower	0.65425	0.08052	0.00873	\$35,542
\$14,084	42	Lynn Marie (s)	Foss Maritime Company	Marine	Repower	0.65425	0.08052	0.00873	\$35,542
\$14,164	62	Addison (s)	C&W Diving Services, Inc.	Marine	Repower	0.86567	0.10852	0.02877	\$79,672
\$14,164	62	Addison (p)	C&W Diving Services, Inc.	Marine	Repower	0.86567	0.10852	0.02877	\$79,672
\$14,184	151	T19	SMCP Corp.	On-road	Retrofit only	0.09769	0	0.01939	\$25,000
\$14,192	72	Black Bear	California Maritime Academy-CSU	Marine	Repower	1.15658	0.15203	0.04923	\$219,108
\$14,216	171	Ailene Elizabeth (gen)	Marine Express, Inc.	Marine	Repower	0.04634	0.04732	0.00658	\$14,257
\$14,299	114	3212	Leland Stanford Junior University	On-road	Retrofit only	0.08311	0	0.00612	\$13,085
\$14,299	114	3210	Leland Stanford Junior University	On-road	Retrofit only	0.08102	0	0.00597	\$12,756
\$14,299	133	1221	Cooper Crane & Rigging	Off-road	Retrofit	0	0	0.00843	\$10,733
\$14,299	114	3211	Leland Stanford Junior University	On-road	Retrofit only	0.09072	0	0.00668	\$14,284
\$14,299	122	TF52	DillonRyan Associates	On-road	Retrofit only	0.09416	0	0.00734	\$15,338
\$14,299	171	Southern Cross (s aux)	Marine Express, Inc.	Marine	Repower	0.13066	0.02522	0.00569	\$14,000
\$14,299	171	Southern Cross (p aux)	Marine Express, Inc.	Marine	Repower	0.13066	0.02522	0.00569	\$14,000
\$14,299	114	3214	Leland Stanford Junior University	On-road	Retrofit only	0.08339	0	0.00614	\$13,130
\$14,299	114	3206	Leland Stanford Junior University	On-road	Retrofit only	0.08407	0	0.00619	\$13,237
\$14,299	27	Betty Jane	Ernie Koepf	Marine	Repower	0.21586	0.03264	0.00782	\$25,772
\$14,300	114	3202	Leland Stanford Junior University	On-road	Retrofit only	0.08784	0	0.00647	\$13,831
\$14,300	162	Bay Breeze (s)	City of Alameda/Ferry E. Sanchez	Marine	Repower	0.13322	0.02273	0.0055	\$16,927
\$14,300	114	3209	Leland Stanford Junior University	On-road	Retrofit only	0.09438	0	0.00695	\$14,860

\$14,300	133	1220	Cooper Crane & Rigging	Off-road	Retrofit	0	0	0.01089	\$13,859
\$14,300	114	3203	Leland Stanford Junior University	On-road	Retrofit only	0.0848	0	0.00625	\$13,352
\$14,300	122	TF58	DillonRyan Associates	On-road	Retrofit only	0.11643	0	0.00907	\$18,965
\$14,300	124	CB60 (M)	Vortex Marine Construction, Inc.	Marine	Repower	0.0477	0.04871	0.00677	\$19,902
\$14,300	162	Bay Breeze (p)	City of Alameda/Ferry E. Sanchez	Marine	Repower	0.20722	0.03536	0.00855	\$26,330
\$14,300	36	Yardbird	Ovlan Fritz, Jr.	Marine	Repower	0.16615	0.02029	0.00428	\$23,343
\$14,300	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	0.19958	0.02502	0.00198	\$22,673
\$14,300	128	DelNorte	Golden Gate Bridge Highway and Tr	Marine	Repower	0.19958	0.02502	0.00198	\$22,673
\$14,300	34	Zelinsky (s)	Blue and Gold Ferry	Marine	Repower	0.40638	0.06083	0.01576	\$58,653
\$14,300	51	Jennifer Louise	Bennie Anselmo	Marine	Repower	0.16482	0.01782	0.00333	\$28,905
\$14,300	127	SF Marina Workboat	San Francisco Recreation and Park	Marine	Repower	0.20084	0.02284	0.00399	\$35,189
\$14,300	42	Keegan Foss (s)	Foss Maritime Company	Marine	Repower	0.27874	0.03494	0.00276	\$23,487
\$14,300	42	Keegan Foss (p)	Foss Maritime Company	Marine	Repower	0.50338	0.06311	0.00499	\$42,416
\$14,300	133	1219	Cooper Crane & Rigging	Off-road	Retrofit	0	0	0.01423	\$18,115
\$14,300	114	3205	Leland Stanford Junior University	On-road	Retrofit only	0.09066	0	0.00668	\$14,275
\$14,300	129	CAHornblower	Hornblower Cruises & Events	Marine	Repower	0.85141	0.10779	0.02813	\$114,075
\$14,300	129	CAHornblower	Hornblower Cruises & Events	Marine	Repower	0.85141	0.10779	0.02813	\$114,075
\$14,300	114	3208	Leland Stanford Junior University	On-road	Retrofit only	0.08927	0	0.00658	\$14,056
\$14,300	45	R/V Lakota (p)	Dixon Marine Services Inc.	Marine	Repower	1.26101	0.13723	0.03912	\$86,539
\$14,300	45	R/V Lakota (s)	Dixon Marine Services Inc.	Marine	Repower	1.26101	0.13723	0.03912	\$86,539
\$14,300	69	Michael Lind (p)	Jerico Products/Aaron Lind	Marine	Repower	1.24835	0.16045	0.04085	\$166,856
\$14,300	69	Michael Lind (s)	Jerico Products/Aaron Lind	Marine	Repower	1.24835	0.16045	0.04085	\$166,856
\$14,300	171	Delta Captain (pm)	Marine Express, Inc.	Marine	Repower	2.28061	0.29188	0.07484	\$432,659
\$14,300	171	Delta Captain (sm)	Marine Express, Inc.	Marine	Repower	2.28061	0.29188	0.07484	\$432,659

\$14,300	171	Marin Sunshine (pm)	Marine Express, Inc.	Marine	Repower	3.78548	0.40617	0.12023	\$342,390
\$14,300	171	Marin Sunshine (s aux)	Marine Express, Inc.	Marine	Repower	3.78548	0.40617	0.12023	\$342,390

**Summary for 'AB1390 Designation' = AB1390: Impacted (157 projects)**

	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
<b>Group Total</b>	223.845	27.2008	7.64101	\$13,034,932

**Project Group Designation - Not AB1390**

<i>Cost- Effectiveness</i>	<i>Project #: 10MOY__</i>	<i>Equipment ID/ Unit #</i>	<i>Applicant</i>	<i>Equipment Category</i>	<i>Project Type</i>	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
\$1,706	148	38	C & A Trucking	On-road	Idle reduction	0.73592	0	0.04240	\$7,499
\$1,772	4	Ag pump	Simoni & Massoni Farms	Agriculture	Repower	1.79291	0.23151	0.07787	\$17,614
\$1,841	148	39	C & A Trucking	On-road	Idle reduction	0.68203	0	0.0393	\$7,499
\$1,982	148	46	C & A Trucking	On-road	Idle reduction	0.63349	0	0.0365	\$7,499
\$2,755	148	54	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	48	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	55	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	52	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	49	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	47	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,755	148	45	C & A Trucking	On-road	Idle reduction	0.45575	0	0.02626	\$7,499
\$2,879	148	51	C & A Trucking	On-road	Idle reduction	0.43615	0	0.02513	\$7,499
\$2,988	58	Ag pump	Dittmer Ranch	Agriculture	Repower	0.35617	0.07246	0.02186	\$7,179
\$3,181	148	42	C & A Trucking	On-road	Idle reduction	0.39468	0	0.02274	\$7,499

\$3,582	148	40	C & A Trucking	On-road	Idle reduction	0.35047	0	0.02019	\$7,499
\$3,636	84	Ag pump	Ferdinando Muzzi/R. Rossi Co.	Agriculture	Repower	0.60589	0.08033	0.01859	\$10,675
\$3,880	148	53	C & A Trucking	On-road	Idle reduction	0.32358	0	0.01864	\$7,499
\$5,466	148	41	C & A Trucking	On-road	Idle reduction	0.2297	0	0.01323	\$7,499
\$5,466	148	34	C & A Trucking	On-road	Idle reduction	0.2297	0	0.01323	\$7,499
\$8,884	116	BD6	W.R. Forde Associates	Off-road	Repower	0.69305	0.12044	0.03039	\$35,040
\$9,385	117	2011	Pacific Rim Recycling	On-road	Retrofit only	0.17903	0	0.03904	\$25,000
\$10,178	136	3	Nick Taylor	On-road	Repower & retrofit	0.68273	0.04299	0.06677	\$58,218
\$10,398	138	18	Billet Transportation, Inc.	On-road	Retrofit only	0.35028	0	0.02581	\$25,000
\$11,069	118	3	Saxco-Demptos Inc.	On-road	Retrofit only	0.20095	0	0.02106	\$25,000
\$11,069	118	5	Saxco-Demptos Inc.	On-road	Retrofit only	0.20095	0	0.02106	\$25,000
\$11,069	118	1	Saxco-Demptos Inc.	On-road	Retrofit only	0.20095	0	0.02106	\$25,000
\$11,069	118	2	Saxco-Demptos Inc.	On-road	Retrofit only	0.20095	0	0.02106	\$25,000
\$11,069	118	4	Saxco-Demptos Inc.	On-road	Retrofit only	0.20095	0	0.02106	\$25,000
\$11,314	147	BCRS10	Greg Christie	On-road	Retrofit only	0.36703	0	0.01788	\$22,750
\$11,433	119	42389	JBA Company	On-road	Retrofit only	0.23543	0	0.01835	\$25,000
\$11,638	140	8060	Baldwin S. Pannu	On-road	Retrofit only	0.28932	0	0.02255	\$23,909
\$11,816	154	6	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.19215	0	0.01416	\$25,000
\$11,849	130	07	Jose M. Flores	On-road	Repower & retrofit	0.54704	0.02666	0.04097	\$59,917
\$11,921	154	8	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.19045	0	0.01403	\$25,000
\$12,145	111	R92	Robert Michael Renner	On-road	Retrofit only	0.18071	0	0.01408	\$25,000
\$12,166	154	3	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.18662	0	0.01375	\$25,000
\$12,253	116	WL5	W.R. Forde Associates	Off-road	Repower	0.627	0.07755	0.01993	\$49,060
\$12,379	154	T98	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.28441	0	0.02217	\$25,000

\$12,450	154	1	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.18236	0	0.01343	\$25,000
\$12,463	117	2015	Pacific Rim Recycling	On-road	Retrofit only	0.17609	0	0.01372	\$25,000
\$12,480	154	4	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.18192	0	0.01340	\$25,000
\$12,536	102	M104	Denis Van Dera for MAG Trucking I	On-road	Retrofit only	0.16453	0	0.01282	\$23,495
\$12,537	154	2	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.1811	0	0.01334	\$25,000
\$12,543	102	M103	Denis Van Dera for MAG Trucking I	On-road	Retrofit only	0.17603	0	0.01224	\$23,495
\$12,695	148	43	C & A Trucking	On-road	Idle reduction	0.0989	0	0.0057	\$7,499
\$12,710	154	7	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.17863	0	0.01316	\$25,000
\$12,787	154	9	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.17756	0	0.01308	\$25,000
\$13,127	83	117	Rich Doss inc.	On-road	Retrofit only	0.27745	0	0.02044	\$25,000
\$13,194	119	42387	JBA Company	On-road	Retrofit only	0.26684	0	0.0208	\$25,000
\$13,219	138	19	Billet Transportation, Inc.	On-road	Retrofit only	0.17175	0	0.01265	\$25,000
\$13,488	154	5	CAL Rock Transport/ TRI County Tr	On-road	Retrofit only	0.26103	0	0.02034	\$25,000
\$13,630	83	116	Rich Doss inc.	On-road	Retrofit only	0.20429	0	0.01505	\$25,000
\$13,667	83	115	Rich Doss inc.	On-road	Retrofit only	0.20373	0	0.01501	\$25,000
\$13,726	139	05	Amarjit Singh	On-road	Repower & retrofit	0.55611	0.00331	0.05534	\$63,462
\$13,767	113	589	Petaluma Acquisitions LLC	On-road	Retrofit only	0.25573	0	0.01993	\$25,000
\$13,824	89	WC17 #2	Fremont Paving Co. Inc.	Off-road	Repower & Retrofit	0.42045	0.05501	0.02121	\$46,700
\$13,987	25	136 SG	Solano Garbage Company	On-road	New Purchase	0.74846	0	0	\$38,001
\$14,244	153	450	Challenge Dairy Products, Inc.	On-road	Retrofit only	0.24718	0	0.01927	\$25,000
\$14,264	83	112	Rich Doss inc.	On-road	Retrofit only	0.15917	0	0.01173	\$25,000
\$14,298	82	6	Black Point Inc.	Off-road	Repower	0.05359	0.00935	0.00243	\$8,356
\$14,299	99	Ag pump	Imhof Tractor Service Inc	Agriculture	Repower	0.08449	0.01741	0.00477	\$7,828
\$14,299	147	BCRS4	Greg Christie	On-road	Retrofit only	0.07791	0	0.00607	\$12,690

\$14,299	83	114	Rich Doss inc.	On-road	Retrofit only	0.10294	0	0.00758	\$16,208
\$14,299	83	122	Rich Doss inc.	On-road	Retrofit only	0.1076	0	0.00793	\$16,942
\$14,299	83	123	Rich Doss inc.	On-road	Retrofit only	0.0973	0	0.00717	\$15,320
\$14,299	83	110	Rich Doss inc.	On-road	Retrofit only	0.08046	0	0.00593	\$12,669
\$14,299	119	42385	JBA Company	On-road	Retrofit only	0.18626	0	0.01452	\$24,739
\$14,299	102	M105	Denis Van Dera for MAG Trucking I	On-road	Retrofit only	0.11036	0	0.00813	\$17,377
\$14,300	83	121	Rich Doss inc.	On-road	Retrofit only	0.09244	0	0.00681	\$14,555
\$14,300	83	118	Rich Doss inc.	On-road	Retrofit only	0.15705	0	0.01157	\$24,728
\$14,300	66	140	Friedman Brothers Hardware	On-road	Retrofit only	0.11658	0	0.00909	\$18,990
\$14,300	118	6	Saxco-Demptos Inc.	On-road	Retrofit only	0.19786	0	0.01375	\$24,549
\$14,300	22	8	Victor M. Valencia	On-road	Retrofit only	0.13080	0	0.01019	\$21,307
\$14,300	82	5	Black Point Inc.	Off-road	Repower	0.09276	0.02882	0.00907	\$22,707
\$14,300	143	1380	Cooper Crane & Rigging	Off-road	Repower & Retrofit	0.21731	0.02899	0.01068	\$23,870
\$14,300	119	42367	JBA Company	On-road	Retrofit only	0.16703	0	0.01302	\$22,185
\$14,300	83	119	Rich Doss inc.	On-road	Retrofit only	0.09486	0	0.00699	\$14,936
\$14,300	98	19507	City of San Jose	Off-road	Repower & Retrofit	0.26999	0.03277	0.01307	\$35,910
\$14,300	83	124	Rich Doss inc.	On-road	Retrofit only	0.09661	0	0.00712	\$15,212
\$14,300	134	3	S.S. Skikos Trucking	On-road	Repower & retrofit	0.36089	0.01063	0.01991	\$48,999
\$14,300	89	WC17 #1	Fremont Paving Co. Inc.	Off-road	Repower & Retrofit	0.34236	0.04447	0.01709	\$37,817
\$14,300	116	S1	W.R. Forde Associates	Off-road	Repower	0.45096	0.05522	0.01757	\$44,511
\$14,300	83	113	Rich Doss inc.	On-road	Retrofit only	0.09725	0	0.00716	\$15,313
\$14,300	83	120	Rich Doss inc.	On-road	Retrofit only	0.15415	0	0.01136	\$24,272

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**Summary for 'AB1390 Designation' = Not AB1390 (84 projects)**

	<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
<b>Group Total</b>	25.2	0.93791	1.59030	\$1,848,988

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		<i>NOx (TPY)</i>	<i>ROG (TPY)</i>	<i>PM (TPY)</i>	<i>Proposed Award</i>
<b>Grand Totals:</b>	<i>359Engines</i>	286.4	29.46	11.76	\$20,256,901

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Office Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: July 2, 2008

Re: Consideration of Expenditure Plans for Transportation Fund for Clean Air  
(TFCA) County Program Managers

RECOMMENDED ACTIONS

1. Recommend Board of Directors' approval of staff recommendations on the fiscal year (FY) 2008/2009 Transportation Fund for Clean Air (TFCA) County Program Manager projects listed on the attached Table 1.
2. Recommend Board of Directors' authorization for the Executive Officer/APCO to: enter into funding agreements with the County Program Managers implementing Board-approved projects; and reallocate funds among a County Program Manager's Board-approved projects, consistent with Board-adopted TFCA Program Manager Policies.

BACKGROUND

Pursuant to California Health and Safety Code (HSC) Sections 44241 and 44242, the Air District Board of Directors has imposed a \$4 per vehicle annual surcharge on all motor vehicles registered within the boundaries of the Air District<sup>a</sup>. The revenues fund the implementation of transportation control measures and mobile source control measures. By law, The Air District applies forty percent of the revenues generated by this surcharge to the TFCA Program Manager Fund. Each county has a designated County Program Manager that submits to the Air District an annual expenditure plan of projects in its county that it recommends for funding with its share of the Fund. If a Program Manager has not allocated its entire share within six months of the date of formal approval of its expenditure plan by the Air District, then the Air District is required to allocate the unallocated funds itself. On May 21, 2008, the Board of Directors approved allocations of TFCA funds to cover Program Manager administrative costs for the 2008-2009 fiscal year.

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<sup>a</sup> 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 directed to the Air District's Mobile Source Incentive Fund to provide incentives for the implementation of additional mobile source projects.



Pursuant to Board approval of expenditure plan projects, the Air District enters into funding agreements with each of the Program Managers. Projects are implemented as set forth in the expenditure plans.

## DISCUSSION

Air District staff has reviewed the TFCA County Program Manager expenditure plans submitted for FY 2008/2009, as discussed below.

### Project Evaluation

To determine eligibility, Air District staff evaluated the projects in the TFCA County Program Manager expenditure plans for compliance with the following requirements:

1. *Consistency with State Law*: the projects shall be consistent with one of the eligible project categories listed in HSC Section 44241.
2. *Consistency with the Ozone Strategy*: pursuant to HSC Sections 40233, 40717, and 40719, the projects shall be consistent with the appropriate transportation control measures or mobile source measures contained in the Ozone Strategy.
3. *Reduction of Emissions from Motor Vehicles*: pursuant to HSC Section 44220(b), the projects shall reduce emissions from motor vehicles.
4. *Consistency with Board-Adopted Policies*: the projects shall be consistent with policies adopted by the Air District Board of Directors.

### TFCA Cost Effectiveness

Pursuant to policies adopted by the Air District Board of Directors, individual projects included in the annual expenditure plans for County Program Manager funds must achieve a TFCA cost-effectiveness of equal to or less than \$90,000 per ton (TFCA dollars per weighted ton<sup>b</sup> of emissions reduced over the life of the project). Only TFCA County Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.

### Project List

Originally, 46 projects were submitted for consideration. One project was considered ineligible, as discussed in the next section. Staff recommends the approval of the remaining 45 projects.

Summary information for all of the projects in the FY 2008/2009 TFCA County Program Manager expenditure plans is provided in Table 1 (attached). Table 1 lists the project sponsor, the project description, years of effectiveness, the TFCA funds requested, the TFCA cost-effectiveness, and staff's recommended action for the Air District Board of Directors. The Napa County Program Manager has not submitted an FY 2008/2009 expenditure plan to date.

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<sup>b</sup> Consistent with California Air Resources Board guidelines for the Carl Moyer Program, for the purposes of cost effectiveness, emission reductions equal the sum of reactive organic gases, oxides of nitrogen, and particulate matter (PM) eliminated, with the exhaust portion of PM weighted by a factor of 20.

Table 2 shows, for each county, the total amount of TFCA County Program Manager funds available and the amount recommended for programming. The total funds available for programming represents the sum of projected calendar year 2008 Department of Motor Vehicles (DMV) receipts, interest earned on TFCA funds in calendar year 2007, and funds available for reprogramming from prior-year projects that were canceled or completed under budget. As required by a policy adopted by the Air District Board of Directors, all projects recommended for funding comply with the \$90,000-per-ton TFCA threshold cost-effectiveness on an individual basis, as calculated by Air District staff.

Table 2 also provides a breakdown of TFCA County Program Manager funds by county and project type. The highest level of TFCA Program Manager funds are requested for arterial management (32.1%), trip reduction/ridesharing (25.8%), bicycle facilities (15.1%), and shuttle services (13.9%). The remaining funds are requested for other eligible project categories. Program administration costs are no more than the maximum of five percent of new FY 2008/2009 revenues in each county, as required by the TFCA enabling legislation.

The combined lifetime reductions of reactive organic gases, oxides of nitrogen, and particulate matter (PM10) of the recommended projects are 410 tons. The combined lifetime reductions of carbon dioxide, a greenhouse gas, total 181,000 tons. The average weighted cost-effectiveness of the projects is \$40,580/ton.

#### Withdrawn/Ineligible Projects

One project was considered ineligible. The Santa Clara Program Manager proposed a project to operate a fixed-route shuttle from the Diridon Caltrain station in San Jose to locations in the area. This project did not meet the cost-effectiveness criterion based on Air District default values, and insufficient data were available to support different values. The funds originally proposed for this project are instead to be included for enhancements to other FY 2008/2009 Santa Clara Program Manager projects.

#### Recommendation for authorization to contract and to reallocate

Recommendation #2 is for the authorization for the Executive Officer to enter into funding agreements with the County Program Managers to implement Board-approved projects, and to reallocate funds among Board-approved projects within a County Program Manager, consistent with TFCA policies. The second part of this recommendation stems from an occasional need to reprogram funds before the next Program Manager funding cycle. For example, in 2007, in response to the closure of a portion of the MacArthur Maze in Oakland due to a gasoline tanker fire, the Contra Costa Program Manager requested a reprogramming of funds from existing projects that were under budget to an existing county transit incentive project which was inundated with requests. Authorizing the executive officer to make such adjustments can provide Program Managers and Air District staff with flexibility to respond to emergent needs and achieve emissions reductions in a timely fashion, while ensuring that only Board-approved projects receive funding. Air District staff anticipates that such

reallocations would be infrequent, and, in all cases reallocations would have to comply with Board-approved policies, including the cost-effectiveness limit.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Approval of the recommended projects will have no impact on the Air District's budget. TFCA revenues are generated from a dedicated outside funding source and passed through to counties. 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

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>ALAMEDA COUNTY</b>						
08ALA00	Alameda County CMA	Program Manager costs to administer TFCA funds within the County.	1	\$92,997	NA	Approve
08ALA01	City of Alameda	Implementation of Transit Signal Prioritization and Closed-Circuit Television for real time traffic management at six intersections along the Webster Corridor.	4	\$420,000	\$4,613	Approve
08ALA02	Alameda County Public Works Agency	Installation and design of 20 electronic bicycle lockers at the Castro Valley BART Station.	10	\$66,500	\$89,906	Approve
08ALA03	City of Berkeley	Extend 9th Street Bicycle Boulevard project by 0.22 miles and close gap in an 8.22 mile segment of the County-wide Bicycle Plan.	20	\$247,316	\$89,492	Approve
08ALA04	City of Oakland	Construct 0.5 mile segment to connect trail between the Fruitvale and Park Street Bridges in the Regional Bay Trail along the Oakland Estuary.	20	\$125,000	\$89,292	Approve
08ALA05	City of Oakland/ACCMA	Upgrade outdated Transit Signal Prioritization equipment in support of the San Pablo Rapid Bus System.	4	\$174,493	\$1,344	Approve
08ALA06	City of Pleasanton	Operate Pleasanton's Citywide Trip Reduction employer and school based programs.	1	\$77,000	\$76,762	Approve
08ALA07	City of San Leandro	Provide San Leandro LINKS peak-commute-period shuttle services to transport residents in West San Leandro to the San Leandro BART station and BART riders to the industrial area west of I-880.	1	\$165,000	\$48,972	Approve
08ALA08	AC Transit	Install (1) changeable message sign along Route #84 (westbound) showing the number of spaces available at the Ardenwood Park and Ride facility, and (2) "Nextbus" signs at the bus stops within the facility.	1	\$100,000	\$68,293	Approve
08ALA09	Livermore Amador Valley Transit Authority	Provide (3) ACE peak-commute shuttle services to link ACE and Pleasanton employers. The grant will provide funding for 2 yr. period.	2	\$59,864.00	\$50,101	Approve
08ALA10	Livermore Amador Valley Transit Authority	Provide (4) ACE peak-commute shuttle services to link between ACE and Pleasanton employers. The grant will provide funding for 2 yr. period.	2	\$84,950.00	\$31,608	Approve
08ALA11	Livermore Amador Valley Transit Authority	Provide shuttle services between Livermore and the Dublin/Pleasanton BART station, purchase and install TSP devices on all buses serving BRT route, and develop queue jumper lanes to improve route efficiency.	4	\$444,722.00	\$10,662	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>CONTRA COSTA COUNTY</b>						
08CC00	Contra Costa Transportation Authority	Program Manager costs to administer TFCA funds within the County.	1	\$67,460	NA	Approve
08CC01	West Contra Costa Transportation Advisory Committee	Provide financial incentives and distribute public information to increase transit ridership among West County residents, students, and commuters in the I-80 corridor in Contra Costa County.	1	\$163,096	\$34,246	Approve
08CC02	West Contra Costa Transportation Advisory Committee	Provide financial incentives, outreach and distribute public information to promote transportation alternatives to employers at worksites in western Contra Costa County.	1	\$57,000	\$11,088	Approve
08CC03	West Contra Costa Transportation Advisory Committee	Provide up to six taxi or rental car vouchers per year to registered participants working in Contra Costa County who regularly use alternative commute modes.	1	\$133,000	\$30,931	Approve
08CC04	Transportation Partnership and Cooperation (TRANSPAC)/City of Pleasant Hill	Provide comprehensive trip reduction services to employers at worksites in Central and Eastern Contra Costa County, including providing information and workshops, developing a ridematch database, and promoting carpools, vanpools and bicycling.	1	\$338,000	\$20,783	Approve
08CC05	Transportation Partnership and Cooperation (TRANSPAC)/City of Pleasant Hill	Provide financial incentives to encourage residents, students, and employees in Contra Costa County to use carpools and transit. Includes carpool and transit incentive programs, a Carpool to BART project, a SchoolPool program, and rideshare campaigns.	1	\$490,250	\$27,776	Approve
08CC06	City of San Ramon	Provide incentives to new vanpool passengers and drivers in Contra Costa County.	1	\$83,275	\$26,171	Approve
08CC07	City of San Ramon	Provide outreach on trip reduction services to employers at worksites in southern Contra Costa County.	1	\$92,146	\$14,883	Approve
08CC08	City of San Ramon	Provide transit passes to 1200 students in southwest areas of Contra Costa County and develop a ride-matching service for the San Ramon Valley and Lamorinda School areas.	1	\$96,303	\$22,735	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>MARIN COUNTY</b>						
08MAR00	Transportation Authority of Marin	Program Manager costs to administer TFCA funds within the County.		\$18,062	NA	Approve
08MAR01	County of Marin	Provide bicycle racks to accommodate approximately 2336 bicycles and lockers to accommodate approximately 50 bicycles throughout Marin County.	10	\$410,000	\$36,449	Approve
08MAR02	Transportation Authority of Marin	Provide subsidies or leased vans as an incentive for employers to increase vanpooling as an alternative to single occupancy vehicles.	1	\$75,350	\$75,580	Approve
08MAR03	Transportation Authority of Marin	Set up a Guaranteed Ride Home Program (GRH) for employees of public and private employer worksites within Marin County.	1	\$50,000	\$80,244	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>SAN FRANCISCO COUNTY</b>						
08SF00	San Francisco County Transportation Authority	Program Manager costs to administer TFCA funds within the County.	1	\$36,827	NA	Approve
08SF01	County of San Francisco	TFCA funds will purchase 35 bicycles, 10 bicycle trailers, 5 Indoor Bicycle Storage Racks and 35 helmets for the City and County of San Francisco bicycle fleet program.	5	\$31,500	\$62,146	Approve
08SF02	County of San Francisco	Offset the incremental cost of 52 light-duty clean air vehicles.	4	\$109,200	\$48,152	Approve
08SF03	San Francisco Municipal Transportation Agency	Update existing traffic signals, controllers and cabinets at six intersections along a one mile stretch of Geneva Avenue immediately south of Mission Street. Intersections include Geneva Avenue crossing Paris, Madrid, Naples, Moscow, Prague and Carter Streets.	15	\$400,684	\$7,302	Approve
08SF04	San Francisco Municipal Transportation Agency	Stripe bicycle lanes on Kirkham Street in both directions from the Great Highway to 19th Avenue (1.8 miles). This bike lane will connect to an already existing Class I bicycle path on the Great Highway to improve safety for bicyclist.	15	\$115,000	\$87,473	Approve
08SF05	Presidio Trust	Offset the incremental cost of one heavy-duty compressed natural gas vehicle (37-passenger capacity). The vehicle will replace an existing compressed natural gas vehicle that is used for the PresidiGo weekday peak period shuttle operation.	10	\$46,884	\$22,103	Approve
08SF06	San Francisco State University	Construct a Class I bicycle path from 20th Avenue (South of Stonestown Mall) through San Francisco State University to Holloway Avenue via Font Boulevard on the campus' south side. The path will provide public access through the campus and link to the City's Lake Merced neighborhood.	20	\$363,000	\$87,107	Approve

Notes:

(1) TFCAS per ton = TFCAS\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>SAN MATEO COUNTY</b>						
08SM00	San Mateo C/CAG	Program Manager costs to administer TFCA funds within the County.	1	\$57,400	NA	Approve
08SM01	Peninsula Traffic Congestion Relief Alliance	County-wide incentive program to reduce single-occupancy vehicle commuting. Includes employer and commuter outreach, incentive programs, and a guaranteed ride home program.	1	\$500,000	\$10,905	Approve
08SM02	SamTrans	Operate nine peak-commute shuttle routes between BART stations and major employers in the county.	1	\$636,000	\$37,882	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.



**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>SANTA CLARA COUNTY</b>						
08SC00	Santa Clara Valley Transportation Authority	Program Manager costs to administer TFCA funds within the County.	1	\$123,020	NA	Approve
08SC01	Santa Clara Valley Transportation Authority	Provide for the continued operation and expansion of light rail shuttle services from Santa Clara VTA light rail stations to employment destinations within Santa Clara County.	1	\$458,000	\$89,954	Approve
08SC02	City of San Jose	Install approximately 200 bike racks in San Jose City.	10	\$50,000	\$20,081	Approve
08SC03	County of Santa Clara	Develop and implement AM and PM weekday peak signal timing plans and retime 38 intersections on Almaden and San Tomas Expressways.	2	\$150,000	\$7,745	Approve
08SC04	City of San Jose	Replace 40 traffic signal controllers within the city of San Jose and an additional 13 controllers along the light rail corridor within the city of Sunnyvale.	2	\$545,450	\$63,391	Approve
08SC05	City of Milpitas	Replace all field traffic signal controllers & conflict monitors, the VMS Central System including the communications & software servers, 4 new work stations, an upgrade to the city's Traffic Operations Center, and a retiming of the 69 traffic signals maintained by the City.	4	\$775,000	\$34,028	Approve
08SC07	City of Mountain View	Upgrade the traffic signal interconnect system with new adaptive traffic signal technology along a 1.6-mile portion of Grant Road in the cities of Mountain View and Los Altos.	4	\$330,058	\$45,976	Approve
08SC08	City of Morgan Hill	Construct a paved bikeway adjacent to West Little Llagas Creek between Edes Court and Spring Avenue.	20	\$134,000	\$89,846	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>SOLANO COUNTY</b>						
08SOL00	Solano Transportation Authority	Program Manager costs to administer TFCA funds within the County.	1	\$15,609	NA	Approve
08SOL01	Solano Transportation Authority	Develop and promote Education and Encouragement projects and programs as part of the Solano Transportation Authority's Safe Routes to School Program.	1	\$116,263	\$17,078	Approve
08SOL02	Solano Napa Commuter Information	Promote alternative modes of transportation to Solano employers and commuters through outreach and incentive programs.	1	\$207,253	\$65,096	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 1: TFCA County Program Manager  
FY08/09 Project List**

Project Number	Sponsor	Project Description	Yrs Eff	TFCA Funding Requested	TFCA\$ Cost-Effectiveness Per Ton (1)	Action
<b>SONOMA COUNTY</b>						
08SON00	Sonoma County Transportation Authority	Program Manager costs to administer TFCA funds within the County.	1	\$31,571	NA	Approve
08SON01	Sonoma County Transit	Construct a Park & Ride / Intermodal facility. The facility will be served by local and intercity transit services and will serve as Cotati's main transit center, as well as promote carpooling.	20	\$360,000	\$36,110	Approve
08SON02	Sonoma County Transit	The Sonoma County Transit Marketing Program will promote Sonoma County's natural gas powered transit system. Marketing efforts will include: "Think Green" messages on billboards and bus advertising, newspaper ads, Rider's Guides and television commercials.	1	\$89,485	\$81,055	Approve
08SON03	City of Santa Rosa	The Student Bus Pass Subsidy program will shift student travel to transit by subsidizing Santa Rosa CityBus Student passes by \$10 per pass.	1	\$88,000	\$52,330	Approve
08SON04	City of Santa Rosa	Maintain and expand of a comprehensive incentive program to reduce single-occupied vehicles in congested target areas. Incentives include: a guaranteed ride home program, transit pass subsidies, incentives/rewards for carpooling, walking and bicycling and bicycle parking facilities for employers.	1	\$189,856	\$83,177	Approve
08SON05	Town of Windsor	Install mechanical bicycle lockers at the Town Hall/Community Center to accommodate 4 bicycles.	10	\$4,001	\$80,336	Approve
08SON06	Town of Windsor	Construct Class II bicycle lanes on Mitchell Lane between North Western Pacific Railroad and Conde Lane. The segment will close a 0.35 mile gap in the Town's bicycle facilities.	15	\$10,400	\$48,782	Approve

Notes:

(1) TFCA\$ per ton = TFCA\$ divided by the estimated lifetime emission reductions (ozone precursors and weighted particulate matter) for the project. NA = not applicable.

**Table 2: TFCA County Program Manager  
FY2007/08 Projects by County and Project Type**

	Alameda	Contra Costa	Marin	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	Grand Total	Percent
<b>Total Available TFCA Funds *</b>	\$2,057,842	\$1,520,530	\$553,412	\$1,103,095	\$1,193,400	\$2,565,528	\$339,125	\$773,312	<b>\$10,106,244</b>	
Program Administration	\$92,997	\$67,460	\$18,062	\$36,827	\$57,400	\$123,020	\$15,609	\$31,571	\$442,945	4.4%
Trip Reduction/Ridesharing	\$177,000	\$1,453,070	\$125,350	\$31,500	\$500,000	\$0	\$323,516	\$0	\$2,610,436	25.8%
Bicycle Facility Projects	\$438,816	\$0	\$410,000	\$478,000	\$0	\$184,000	\$0	\$14,401	\$1,525,217	15.1%
Arterial Management	\$1,039,215	\$0	\$0	\$400,684	\$0	\$1,800,508	\$0	\$0	\$3,240,407	32.1%
Shuttle/Feeder Bus Service	\$309,814	\$0	\$0	\$0	\$636,000	\$458,000	\$0	\$0	\$1,403,814	13.9%
Clean Fuel Buses	\$0	\$0	\$0	\$46,884	\$0	\$0	\$0	\$0	\$46,884	0.5%
Low Emission Light Duty Vehicles	\$0	\$0	\$0	\$109,200	\$0	\$0	\$0	\$0	\$109,200	1.1%
Transit Information/Telecommuting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367,341	\$367,341	3.6%
Smart Growth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,000	\$360,000	3.6%
<b>Total Allocated Funds*</b>	\$2,057,842	\$1,520,530	\$553,412	\$1,103,095	\$1,193,400	\$2,565,528	\$339,125	\$773,312	<b>\$10,106,244</b>	100.0%
<b>Unallocated Funds</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

\* The total funds available for programming represents the sum of projected calendar year 2008 DMV receipts, interest earned on TFCA funds in calendar year 2007, and funds available for reprogramming from prior year projects that were canceled or completed under budget.

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: July 1, 2008

Re: Consideration of \$796,573 in California Goods Movement Bond Funding  
to Engage an Administrative Consultant to Assist in Program Execution

RECOMMENDED ACTION

1. Recommend that the Board of Directors authorize the Executive Officer/APCO to execute all necessary agreements to enter into a contract for administrative services related to the I-Bond program with TIAX LLC (TIAX) for an amount not to exceed \$796,573.
2. Recommend that the Board of Directors authorize the Executive Officer/APCO to renew this contract annually for up to three years based on the performance of the consultant.

BACKGROUND

In November 2006, California voters authorized the Legislature to appropriate \$1 billion in bond funding to the California Air Resources Board (ARB) to quickly reduce air pollution emissions and health risk from freight movement along California's priority trade corridors. On February 28, 2008, ARB approved an allocation of \$140 million for the Bay Area trade corridor (\$35 million per year over the next four years.) This funding share represents 14% of the total funding that will be distributed statewide.

As part of its plan for emissions reductions under this program, the District will attempt to retrofit and replace up to 1,500 pieces of equipment over the next 18 months. In order to accomplish this task, the District solicited requests for proposals (RFP) from various consulting firms to assist with the administration and operation of this program.

DISCUSSION

As part of the preparation for the execution of this program, the District analyzed the funding available from the I-Bond program in order to determine how best to achieve the goals of the program within the constraints of the administrative budget allowed. As part of this analysis, staff looked at the following factors:

- Funding from the program will only be available for the next three fiscal years as it is anticipated that the next funding will be offered to District in October of 2008 and will be combined with the funding already available for fiscal year (FY) 08/09.
- The volume of anticipated work associated with the program would require extensive hiring and training of permanent staff.
- Administrative funds for salaries for new staff would run out at the end of FY 10/11.
- The Board of Directors has mandated a zero (full-time equivalents) FTE increase as part of its budget direction for FY 08/09.

Based on these factors, staff prepared an RFP for a consultant to assist with the administration and operation of this program.

Staff opened the RFP on April 21, 2008 and as part of the outreach for this process contacted over 40 environmental, accounting and administrative firms in order to inform them of the District's search for assistance with the I-Bond program. As part of the RFP process, staff stressed that the District required a consultant with: ... *"a demonstrated track record in reviewing and processing grant applications, interpretation of grant requirements, grants data management, grants selection, contract execution, tracking and report writing"*... to augment existing resources.

The RFP closed May 16, 2008, and the District received proposals from two environmental consulting firms. These proposals were then analyzed and ranked by staff familiar with the requirements of the I-Bond program and general program administration. Based on scores given to these proposals as part of the ranking process, TIAX emerged as the consultant with the outstanding proposal. Some highlights of the proposal are as follows:

- TIAX has extensive experience in the Los Angeles area including running the \$30 million San Pedro Ports truck replacement project. This experience includes:
  - Processing applications
  - Prioritizing applications for grants
  - Issuing contracts
  - Managing program maintenance
  - Providing quarterly status reports to funding agencies
- TIAX has extensive pre-existing knowledge of the I-Bond program. This is demonstrated by the fact that they helped prepare the truck replacement portion of the application for the I-Bond funding for the Port of Los Angeles and South Coast Air Quality Management District.
- TIAX is familiar with the Port of Oakland and assisted them in the design of their fleet modernization program.

- TIAX's local office is located in Concord and will provide four to six multilingual administrative personnel to assist with the completion of project applications, project ranking and contract execution as part of the proposed contract.
- TIAX's proposal leverages their knowledge of the I-Bond program and the trucking industry to keep the costs of their services to a minimum. The total cost of their bid (see Attachment 1 - \$796,573) includes over 7,000 hours of work and is approximately 50% less than the other respondent to the RFP

Based on this analysis staff is recommending that the Executive Officer be authorized to enter into a one-year contract with TIAX with an option to extend based on an annual performance review of their execution of the program for up to three years.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The I-Bond Program distributes funds from ARB to the District and then to eligible equipment owners. Costs for the administration of the Program are included under Programs 321 "California Goods Movement Bond - Early Grants" and 323 "California Goods Movement Bond Grants" in the FY 2008/2009 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Damian Breen  
Reviewed by: Jack M. Colbourn

# **Attachment 1**



ATTACHMENT 2 -- BUDGET SUMMARY

TIAX LLC  
California Goods Movement Bond - Program Administration

TIAX REF. NO. B2130

TIAX Empl#	Company Class/Functional Position	Base Rate/Hr	Task 1 Support to Grant Applicants		Task 2 Application File Construction (Assume 1500 projects)		Task 3 Analysis of Projects, Ranking & Recommendations (Assume 1500 projects)		Task 4 Preparation of Grant Funding Agreement (Assume 1500 projects)		Task 5 Review of Invoices Associated with the Program (Assume 1500 projects)		Task 6 Assistance in Preparation of Reporting to Oversight Agencies		Total Project Cost	
			Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
004928	Technologist 6/Senior Advisor	\$ 250.00	25	6,250	12	3,000	12	3,000	8	2,000	8	2,000	16	4,000	81	20,250
010016	Technologist 4/Project Manager	\$ 200.00	242	48,400	124	24,800	114	22,800	80	16,000	82	16,400	50	10,000	692	138,400
010069	Technologist 3/Task Manager	\$ 180.00	16	2,880	-	-	24	4,320	-	-	-	-	16	2,880	56	10,080
010086	Technologist 3/Project Engineer	\$ 180.00	185	33,300	16	2,880	14	2,520	-	-	8	1,440	98	17,640	321	57,780
004901	Technologist 2/Project Engineer	\$ 165.00	185	30,525	16	2,640	14	2,310	-	-	8	1,320	98	16,170	321	52,965
005793	Technologist 2/Sr. Publications Admin	\$ 165.00	-	-	-	-	16	2,640	24	3,960	-	-	20	3,300	60	9,900
010064	Technologist 1/Administrative Advisor	\$ 130.00	36	4,680	16	2,080	14	1,820	12	1,560	12	1,560	4	520	94	12,220
Various	Project Assistant 2/Admin Supervisor	\$ 90.00	224	20,160	142	12,780	128	11,520	95	8,550	95	8,550	24	2,160	708	63,720
Various	Project Assistant 1/Project Assistants	\$ 78.00	1,665	129,870	1,050	81,900	932	72,696	675	52,650	675	52,650	132	10,296	5,129	400,062
	SubTotal			276,065		130,080		123,626		84,720		83,920		66,966		765,377
	Fringe Benefits	0.0%		-		-		-		-		-		-		-
	SubTotal Direct Labor		2,578	276,065	1,376	130,080	1,268	123,626	894	84,720	888	83,920	458	66,966	7,462	765,377
	AWI on DL	0.57%		1,574		741		705		483		478		382		4,363
	SubTotal DL + AWI			277,639		130,821		124,331		85,203		84,398		67,348		769,740
				-		-		-		-		-		-		-
				\$ 277,639		\$ 130,821		\$ 124,331		\$ 85,203		\$ 84,398		\$ 67,348		\$ 769,740
	<u>Expenses</u>															
	Subcontractor		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Materials		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Equipment		-	-	-	-	-	-	-	-	-	-	2,000	-	2,000	-
	Travel		-	-	-	-	-	-	-	-	-	-	12,933	-	12,933	-
	Consultants		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Miscellaneous		-	-	-	-	-	-	-	-	-	-	8,750	-	8,750	-
	SubTotal ODCs		-	-	-	-	-	-	-	-	-	-	23,683	-	23,683	-
	Expense Overhead	13.3%		-		-		-		-		-	3,150	-	3,150	-
				\$ -		\$ -		\$ -		\$ -		\$ -		\$ 26,833		\$ 26,833
	Total Estimated Cost	0.0%		\$ 277,639		\$ 130,821		\$ 124,331		\$ 85,203		\$ 84,398		\$ 94,181		\$ 796,573
				-		-		-		-		-		-		-
	Total		2,578	\$ 277,639	1,376	\$ 130,821	1,268	\$ 124,331	894	\$ 85,203	888	\$ 84,398	458	\$ 94,181	7,462	\$ 796,573

**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: June 26, 2008

Re: Consideration of Recommending Board of Directors' Approval to  
Reserve \$3.375 Million in Mobile Source Incentive Funds (MSIF) to  
Match Funds from the School Bus Program Portion of the California  
Goods Movement Bond

**RECOMMENDED ACTION**

Recommend Board of Directors approval of:

- (1) Allocation of \$3,375,000 of Mobile Source Incentive Fund (MSIF) revenues to the Lower-Emission School Bus Program (LESBP) for the purchase of new public school buses, and
- (2) Authorization for the Executive Officer to enter into funding agreements with recipients of grant awards under the LESBP.

**BACKGROUND**

**Mobile Source Incentive Fund (MSIF)**

Assembly Bill (AB) 923 (Firebaugh, 2004) authorized local air districts to increase their motor vehicle registration fee surcharge up to an additional \$2 per vehicle. AB 923 stipulates that local air districts may use the revenues generated by the additional \$2 surcharge for any of the four project types listed below:

- Purchase of new clean school buses;
- Projects eligible for grants under the Carl Moyer Program;
- Accelerated vehicle retirement or repair program; and
- Projects that reduce emissions from previously unregulated agricultural sources.

On December 21, 2004, the Air District Board of Directors adopted Resolution 2004-16 to increase the fee 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, which currently accrue at an average rate of just over \$900,000 per month.

### **Lower-Emission School Bus Program**

The LESBP was created by the California Air Resources Board (ARB) in fiscal year (FY) 2000-2001. The goal of the LESBP is to provide financial incentives to (1) purchase new clean public school buses to replace pre-1987, high-emitting buses, manufactured before particulate matter (PM) emission standards were in place, and (2) retrofit in-use diesel school buses with PM emission control devices. The Air District has been involved with the LESBP since its inception and to date has received \$12 million in State LESBP funding to replace just over 100 pre-1987 school buses with less polluting buses. This State allocation includes \$560,000 allocated to the Air District in FY 2005-2006 that helped fund the replacement of four (4) pre-1977 public school buses. Pre-1977 buses were targeted for replacement in FY 2005-2006 since these buses are high polluting and do not meet the federal safety standards for school buses, which took effect in 1977.

On September 20, 2006, the Air District Board of Directors supplemented the FY 2005-2006 State bus replacement funds with \$2.24 million in MSIF revenues as allowed by ARB's *2006 Lower-Emission School Bus Program Guidelines*. The MSIF revenues were allocated to the LESBP for the replacement of sixteen (16) pre-1977 public school buses in the Bay Area without requiring matching funds from participating school districts. All sixteen (16) buses have now been replaced by new clean public school buses currently in operation in the Bay Area.

On May 21, 2008, the Air District Board of Directors approved the acceptance of up to \$8.4 million in LESBP funding from the ARB.<sup>1</sup> As described in ARB's *2008 Lower-Emission School Bus Program Guidelines*, after allowing for the Air District's two percent administrative costs, these funds are first to be used to replace any remaining pre-1977 public school buses in the Bay Area. LESBP funds are then available for the replacement of 1977-1986 model year public school buses. The Air District is known to have seven pre-1977 public school buses and approximately 100 model-year 1977-1986 public school buses. ARB has set a cost cap of \$140,000 per bus for all buses replaced and, in addition, will require a \$25,000 match from school districts for each 1977-1986 bus replaced. Based on the cost cap and school match requirement, State LESBP funds are expected to cover the replacement of a total of 70 buses—the seven known remaining pre-1977 buses in the Bay Area and 63 of the 1977-1986 buses.

### **DISCUSSION**

Staff recommends the allocation of \$3.375 million in MSIF revenues to supplement the \$8.4 million in State LESBP funds accepted by the Air District Board of Directors in May 2008. These funds would be used to cover:

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<sup>1</sup> These State LESBP funds come from Proposition 1B (the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006), approved by California voters in November 2006.

- (1) the school district match of \$25,000 for 1977-1986 buses replaced with State LESBP funds (\$1.575 million based on an expected total of 63 buses),
- (2) the replacement of additional 1977-1986 public school buses at a rate of \$140,000 per bus (\$1.4 million based on 10 additional buses), and
- (3) up to \$5,000 per bus for all buses purchased, to cover any costs beyond the cost cap set by ARB of \$140,000 per bus (\$400,000 based on an expected total of 80 buses—seven pre-1977 buses and 73 total 1977-1986 buses).

### **School District Match**

Staff recommends that the school districts that are awarded funds to replace 1977-1986 model year buses not be required to provide matching funds. First, the 2008 LESBP Guidelines note that an Air District's AB 923 funds can be used to cover this match. Second, a requirement of matching funds could pose a financial hardship on public school districts that could discourage LESBP participation, resulting in the continued operation of older, more polluting school buses in the Bay Area. Lastly, the Air District has previously covered the school district's matching requirement set by the LESBP Guidelines.

### **Replacement of Additional 1977-1986 Buses**

Staff recommends that MSIF funds be allocated to replace 1977-1986 buses in addition to those that would be replaced with State funds. While State funds would replace a significant number of the existing 1977-1986 model year public school buses in the Bay Area, some 30 buses are expected to remain in service after State funds are exhausted.

### **Covering Full Cost of Bus**

Staff recommends that MSIF revenues be set aside to cover the full cost of new buses. In implementing the FY 2005-2006 LESBP, Air District staff noted that 14 of the 20 buses purchased during that funding cycle cost \$141,350, \$1,350 above the current cost cap set by ARB for new buses. By allowing for a "cushion" of up to \$5,000 per bus, costs beyond the cost cap set by ARB can be addressed.

### **BUDGET CONSIDERATION/FINANCIAL IMPACT**

None. The requested amount of additional funding to cover costs associated with the replacement of school buses would come from the additional \$2 surcharge in motor vehicle registrations fees within the Air District's jurisdiction.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Geraldina Grünbaum  
Reviewed by: Jack M. Colbourn