



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

BOARD OF DIRECTORS  
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

TIM SMITH - CHAIR  
TOM BATES  
JERRY HILL  
MICHAEL SHIMANSKY  
PAMELA TORLIATT

JAKE McGOLDRICK – VICE CHAIR  
SCOTT HAGGERTY  
CAROL KLATT  
JOHN SILVA

MONDAY  
OCTOBER 16, 2006  
9:30 A.M.

FOURTH FLOOR CONFERENCE ROOM  
DISTRICT OFFICES

AGENDA

1. **CALL TO ORDER - ROLL CALL**
2. **PUBLIC COMMENT PERIOD** (*Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3*) *Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.*
3. **APPROVAL OF MINUTES OF SEPTEMBER 11, 2006**
4. **IMPLEMENTATION OF YEAR 8 CARL MOYER PROGRAM IN THE SAN FRANCISCO BAY AREA**

J. Colbourn/5192

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

*The Committee will consider recommending Board of Directors' approval of the Air District's continued participation in implementing the California Air Resources Board Year 8 Carl Moyer Program in the San Francisco Bay Area.*

5. **CONTRACTOR SELECTION FOR VEHICLE BUY BACK PROGRAM FOR FY 2006/07**

J. Colbourn/5192

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

*The Committee will consider recommending Board of Directors' approval of one or more contractors for the FY 2006/2007 Vehicle Buy Back Program vehicle dismantling services.*

6. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND GRANT AWARDS FOR FY 2006/2007**

J. Roggenkamp/4646

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

*The Committee will consider recommending Board of Directors' approval to allocate available FY 2006/07 TFCA Regional Funds.*

7. **COMMITTEE MEMBER COMMENTS/OTHER BUSINESS**

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

8. **TIME AND PLACE OF NEXT MEETING: 9:30 A.M., MONDAY, NOVEMBER 13, 2006, 939 ELLIS STREET, SAN FRANCISCO, CA**

9. **ADJOURNMENT**

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

**(415) 749-4965  
FAX: (415) 928-8560  
BAAQMD homepage:  
[www.baaqmd.gov](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 Clerk's Office should be given at least three working days prior to the date of the meeting so that arrangements can be made accordingly.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Smith and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 2, 2006

Re: Mobile Source Committee Draft Minutes

RECOMMENDED ACTION:

Approve attached draft minutes of the Mobile Source Committee meeting of September 11, 2006.

DISCUSSION

Attached for your review and approval are the draft minutes of the September 11, 2006, Mobile Source Committee meeting.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

**Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, California 94109  
(415) 771-6000**

**DRAFT MINUTES**

Summary of Board of Directors  
Mobile Source Committee Meeting  
9:30 a.m., Monday, September 11, 2006

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

**Present:** Tim Smith, Chairperson; Jerry Hill (9:36 a.m.), Carol Klatt, Jake McGoldrick (9:46 a.m.), Michael Shimansky, John Silva, Pamela Torliatt (9:52 a.m.).

**Absent:** Tom Bates, Scott Haggerty.

**Also Present:** Gayle B. Uilkema.

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

**3. Approval of Minutes of July 17, 2006:** Director Uilkema moved approval of the minutes; seconded by Director Klatt; carried unanimously without objection.

**4. Vehicle Incentive Program for Fiscal Year 2006/2007:** *The Committee considered recommending Board of Directors' approval of the Vehicle Incentive Program (VIP) for fiscal year 2006/2007, including a) allocation of \$600,000 in Transportation Fund for Clean Air (TFCA) Regional Funds for the fiscal year 2006/2007 VIP funding cycle; and b) approval of the VIP guidelines.*

Jack Colbourn, Director of Outreach and Incentives, introduced David Wiley, Supervising Environmental Planner within the Grant Programs Section.

Andrea Gordon, Senior Environmental Planner, presented the report and reviewed the background of the VIP. Ms. Gordon noted that the vehicles that are acquired through the VIP have a gross vehicle weight of 10,000 pounds or less.

Director Jerry Hill arrived at 9:36 a.m.

Ms. Gordon stated that this is the eighth funding cycle and that there are no changes proposed for the VIP guidelines for the new funding cycle.

Current legislation provides the option of allowing non-public entities to apply for TFCA funds to implement clean air vehicle projects. Ms. Gordon stated that there are some difficulties in the potential VIP funding for non-public entities. They include project monitoring, the scope of the program (there is already a high demand for hybrid cars), funding availability, and program

administration. Because of these reasons, staff recommends limiting the VIP funding eligibility only to public entities, for their own fleets and/or on behalf of certain third-party fleets, such as taxis and door-to-door shuttles.

Ms. Gordon reviewed the VIP process and stated that if the proposed guidelines are approved, staff will implement the program in fall 2006. Staff recommended that the Committee recommend Board of Directors' approval of: 1) the allocation of \$600,000 in TFCA Regional Funds for the fiscal year 2006/2007 VIP cycle, and 2) the proposed VIP guidelines and procedures presented in Attachment A and Attachment B of the staff report.

There was discussion on the VIP funds going to government agencies and, if non-public entities were allowed in the program now, how that would impact the need for increased administrative work and for additional resources.

There were no public comments on this agenda item.

**Committee Action:** Director Uilkema moved the staff recommendations; seconded by Director Silva; carried with the following Committee members voting:

AYES: Klatt, Shimansky, Silva, Uilkema, Smith.

NOES: Hill.

ABSENT: McGoldrick, Torliatt.

**5. Transportation Fund for Clean Air (TFCA) San Francisco County Program Manager Expenditure Plan for Fiscal Year 2006/2007**

This item, regarding the plug-in hybrid demonstration project, was withdrawn from the agenda.

Director Jack McGoldrick arrived at 9:46 a.m.

**6. Allocation of Mobile Source Incentive Fund Revenues to the Lower-Emission School Bus Program:** *The Committee considered recommending Board of Directors' approval of the allocation of \$2,240,000 in Mobile Source Incentive Fund revenues to fund the Lower-Emission School Bus Program.*

Geraldina Grünbaum, Environmental Planner, presented the report and stated that AB 923 authorized local air districts to increase their motor vehicle registration fee surcharge up to an additional \$2 per vehicle and that this revenue may be used to fund the purchase of new clean school buses. The Air District administers this additional revenue source through the Mobile Source Incentive Fund (MSIF). AB 923 allows the use of the MSIF revenues to fund the purchase of new replacement school buses through the Lower-Emission School Bus Program (LESBP). The goal of the LESBP is to reduce school children's exposure to harmful air pollutants. The LESBP also provides a financial incentive to replace older public school buses with cleaner buses, or to retrofit diesel school buses with particulate matter retrofit devices. Over 100 school buses in the Bay Area have been replaced through the LESBP.

Ms. Grünbaum stated that the current focus of the LESBP is on replacing pre-1977 buses and that no matching funds are required by the school districts. Recently the State has budgeted \$25 million for the replacement of old school buses and the Air District may receive a portion of these funds. Staff recommends that the Committee recommend Board of Directors' approval of the allocation of \$2.24 million in MSIF revenues to the LESBP for the purchase of new school buses, without requiring matching funds from participating public school districts.

Director Pamela Torliatt arrived at 9:52 a.m.

Jean Roggenkamp, Deputy APCO, stated that staff would expend any available state funding prior to using the MSIF revenues. During discussion, it was noted that the Air District pays the vendor of the school buses directly so the school districts do not have to wait for reimbursement.

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

7. **Direct Mail Service Contractor Selection for the Vehicle Buy-Back Program:** *The Committee considered recommending Board of Directors' approval of Direct Mail Center as the contractor for the FY 2006/2007 Vehicle Buy-Back Program direct mail service provider and authorization to the Executive Officer to execute a contract for up to \$88,935 to provide such service.*

Joseph Steinberger, Principal Environmental Planner, presented the report and provided an overview of the Vehicle Buy Back (VBB) Program. Mr. Steinberger reviewed the Request for Proposals (RFP) process and noted six proposals were received. The proposals were reviewed based on two criteria: 1) price, and 2) demonstration of ability to perform the work. Based on the evaluation of the proposals, staff recommends that the Committee recommend Board of Directors' approval of: 1) the selection of Direct Mail Center as the contractor for the fiscal year 2006/2007 VBB Program direct mail services, and 2) authorization for the Executive Officer/APCO to execute a contract for up to \$88,935 with Direct Mail Center for direct mail services, with the option to renew the contract for an additional year at the Air District's discretion.

There was discussion on collector cars and Mr. Steinberger stated that letters are not sent to owners of model 1965 or older eligible vehicles because these vehicles are usually collector cars. Mr. Steinberger noted that there is a suppression list that is used when the Air District is contacted by someone who has received the letter and requests not to be notified again.

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

8. **2005 Ozone Strategy Further Study Measure 18: Indirect Source Mitigation Program:** *Staff provided a report on indirect source control programs under evaluation.*

Henry Hilken, Director of Planning, Rules and Research, stated that the Bay Area 2005 Ozone Strategy contains several Further Study Measures that Air District staff will evaluate to determine if rules should be implemented. An Indirect Source Mitigation Program is one of the Further Study Measures that is being evaluated. Mr. Hilken stated that last fall, the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) implemented a rule on indirect source mitigation.

Dave Vintze, Air Quality Planning Manager, presented the report and stated that staff is evaluating ways to further reduce emissions associated with indirect sources. Indirect sources include residential, commercial, office and other land development projects that generate emissions from mobile sources. Mr. Vintze reviewed the current Air District programs that address indirect source emissions.

On December 15, 2005, the SJVUAPCD adopted an indirect source rule. The rule targets construction and operational emissions of NOx and PM10 and applies to projects of specific sizes. Discussion on the following:

- The California Environmental Quality Act (CEQA) process and how it relates to the indirect sources.
- A formula for measuring emissions that are present before construction begins. Emissions that are already there are not considered.
- Getting a base-line on the emissions.

Mr. Vintze stated that the SJVUAPCD rule encourages reductions from baseline emissions through on- or off-site mitigation measures. A fee is assessed for off-site emission reductions if a project cannot implement sufficient on-site measures. Emission reductions are sought as close to the site as possible. Mr. Vintze reviewed the fees associated with the San Joaquin Valley rule. A lawsuit was filed on June 27, 2006 on the San Joaquin Valley rule and a judge has been assigned to the case. The San Joaquin Valley APCD is working on a response to the case.

The Sacramento Metropolitan AQMD has proposed two rules: construction first, followed by a long-term operations rule. Mr. Vintze stated that the construction rule would apply to grading operations, is fee-based, and will not require on-site emission reductions. Voluntary on-site mitigation reduces the required fees. The rule development schedule for the Sacramento AQMD was reviewed and adoption of the rule is scheduled for May 2007. The long-term operations rule will be developed after implementation of the construction indirect source rule and the SJVUAPCD lawsuit is concluded.

The next steps were reviewed. The Committee requested staff provide a list of the next steps and/or speaking points for Board members to use.

There was discussion on the allocation of Carl Moyer funding, reduction of greenhouse gas emissions, mitigation by paving dirt roads, particulate matter from fires, construction sites, agricultural burning, and the District assisting in the facilitation of better burning practices. Jack Broadbent, Executive Officer/APCO noted that this Air District is monitoring the San Joaquin Valley law suit and would like to know its outcome before a rule is promulgated in the Bay Area. The District will still work with cities and counties regarding CEQA and general plans; and will continue to evaluate Further Study Measure 18 to assess the appropriate action to be taken by the District.

The Committee requested staff develop speaking points to summarize the District's indirect source activities; and to report back to the Committee on potential strategies and options to reduce emissions from indirect sources.

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

**9. Committee Member Comments/Other Business:** There were none.

**10. Time and Place of Next Meeting:** 9:30 a.m., Monday, October 16, 2006, 939 Ellis Street, San Francisco, CA 94109.

**11. Adjournment:** The meeting adjourned at 10:51 a.m.

Mary Romaidis  
Clerk of the Boards



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 10, 2006

Re: Implementation of the Year 8 Carl Moyer Program in the San Francisco  
Bay Area

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RECOMMENDED ACTION

Recommend Board of Directors' approval of implementation of Year 8 Carl Moyer Program in the Bay Area for all eligible project types with the exception of Fleet Modernization projects.

BACKGROUND

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program, in cooperation with the California Air Resources Board (CARB), since the Program began in fiscal year (FY) 1998/1999. The Carl Moyer Program provides grants to public and private entities mainly to reduce emissions from existing heavy-duty diesel engines by either replacing or retrofitting them. Legislative changes enacted in 2004 made projects to reduce emissions from light-duty vehicles and on-road fleet modernization eligible for Carl Moyer Program funding as well. Carl Moyer Program grants are awarded to cover some, or all, of the incremental cost to purchase new, low-emission engines; to repower or retrofit existing engines and vehicles; and to scrap light-duty vehicles. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, stationary agricultural pump engines, forklifts, and airport ground support equipment. To date, the Air District has allocated over \$14.8 million in Carl Moyer Program funding to projects in the Bay Area that achieved emission reductions of oxides of nitrogen (NOx) and particulate matter (PM) at a cost effectiveness of less than \$13,600/ton.

## DISCUSSION

Since the Committee approved procedures for allocating the Carl Moyer Program incentives for Year 7 funds in February 2005, CARB has issued new guidelines and advisories resulting in the following changes:

- Eligible Project Types: additional project types include fleet modernization projects, additional agricultural sources; and scrappage or repair of light-duty vehicles.
- Emission Reductions Calculation: CARB has changed the cost-effectiveness (Carl Moyer Program dollars per ton of emissions reduced) threshold, from \$13,600/ton for Year 7 projects, to \$14,300/ton for Year 8 projects. CARB has also directed that reactive organic gases (ROG) be included in the calculation of aggregate emission reductions, and that tailpipe (combustion) PM emission reductions be weighted by a factor of twenty to better reflect the impact of diesel PM on public health.

Staff has evaluated the Carl Moyer Program requirements imposed by CARB, including the requirements for fleet modernization projects. Fleet modernization grants would provide incentives to replace high-polluting heavy-duty vehicles that are model year 1990 or older with newer, lower-emission replacement vehicles that are model year 1999 or newer. Tasks that must be completed for the implementation of fleet modernization projects include:

- Develop Request for Proposals (RFP) to solicit applications from Electronic Monitoring Units (EMU) contractors. Project sponsors funded under this category must agree to have the replacement vehicle equipped with an EMU, which will electronically record vehicle usage and location of the vehicle throughout the project life.
- Develop Request for Proposals (RFP) to solicit applications from specialized vehicle scrapping contractors. Fleet Modernization projects require that the heavy-duty vehicles that are replaced are scrapped by a facility approved by the Air District.
- Develop policies and submit to CARB for approval. Given the complexity of this project type, CARB requires air districts to submit policies addressing the air district's agreements with vehicle dealerships, scrapping contractors, reimbursement and contracts.

In addition, staff will be evaluating the experience of air districts that have conducted fleet modernization pilot projects to assist in the development of a Bay Area program. Staff has prepared a schedule to achieve the above tasks and expects to incorporate fleet modernization in the Carl Moyer Program Year 9 funding cycle. Given the timeframe and resources required, staff recommends that the Air District not fund fleet

modernization projects with Carl Moyer Program Year 8 funding cycle dollars, which must be obligated by the Air District Board of Directors by June 30, 2007.

#### Amount of Funding Available

CARB has allocated \$10,557,157 in Carl Moyer Program funding to the Air District for the Year 8 (FY 2006/2007) funding cycle. This consists of \$10,318,307 that can be awarded by the Air District to projects that reduce emissions from eligible projects, plus \$238,850 to help cover the Air District's administrative expenses related to the implementation of the Carl Moyer Program. The Air District's funding share represents 12.4% of the \$84.9 million that will be distributed directly to air districts statewide.

#### Procedures to Allocate Carl Moyer Program Funds

To allocate Carl Moyer Program funds in the Year 8 funding cycle, CARB has directed air districts to use the Carl Moyer Program guidelines issued January 6, 2006, as updated by subsequent interim Program Advisories. Based upon current guidelines, all projects must achieve a cost-effectiveness of \$14,300 or less per ton of reduced emissions (NO<sub>x</sub>, ROG, and weighted PM combined) in order to be eligible to receive Carl Moyer Program funding. The Air District's basic process for allocating Year 8 Carl Moyer Program funds is summarized in Attachment A.

The Carl Moyer Program funds will continue to be distributed in accordance with California Health and Safety Code Section 43023.5, which requires that at least 50% of funds be allocated to projects to reduce emissions in those areas with the most significant exposure to air contaminants. The process for identifying and ranking projects with the most significant exposure ("impacted communities") will be similar to the process used for Year 7 (FY 2004/2005) funding cycle, as described below:

- The methodology defines impacted communities based on exposure to fine particulates (PM<sub>2.5</sub>). PM<sub>2.5</sub> is the component of PM that has been shown to have the most direct impact on human health.
- The methodology defines three levels of impacted community, based upon the level of PM exposure, with greater weight given for higher levels of exposure.
- The methodology includes income data. For the purpose of AB 1390, impacted communities (based on PM exposure) that are also low-income will receive greater weight in the project selection process.
- The methodology will analyze where the equipment covered by the grant application would be deployed, to determine how each project would potentially reduce emissions in an impacted community. Projects that most directly reduce emissions in an impacted community will receive greater weight in the project selection process.

Proposed Schedule

Staff plans to issue a call for Carl Moyer Program applications in fall 2006, and to bring a list of recommended projects to the Mobile Source Committee for review and approval in early 2007.

BUDGET CONSIDERATION / FINANCIAL IMPACT

The Carl Moyer Program distributes “pass-through” funds from CARB to private companies and public agencies on an invoice basis. Staff costs for the administration of the Carl Moyer Program will be included under Program 607 – Mobile Source Grants in the proposed FY 2007/2008 budget. CARB has allocated \$238,850 to the Air District for administrative and outreach costs related to the Carl Moyer Program Year 8 funding cycle.

The Air District is obligated to match the Carl Moyer Program funds in the amount of \$1,619,320. The Air District meets this obligation through the expenditure of motor vehicle surcharge revenues to eligible emission reduction projects that qualify for Carl Moyer Program matching purposes. As such, the local match requirement will have no impact on the Air District’s budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

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

## **Attachment A**

### **Proposed Procedures to Allocate Year 8 Carl Moyer Program Funds**

The proposed procedures for distributing the Carl Moyer Program funds in the Bay Area for the Year 8 cycle are summarized below.

1. The Air District will comply with the program and project requirements and methodologies set forth in California Air Resources Board's (CARB) "Carl Moyer Program Guidelines," issued January 6, 2006, and subsequent Carl Moyer Program Advisories issued by CARB.
2. The Air District will accept applications for all eligible engine types as established by CARB with the exception of Fleet Modernization projects. The Air District may set aside Carl Moyer Program funds for the light-duty Vehicle Buy Back Program. The Air District, at its sole discretion, may disqualify a project from consideration if it finds that the project is ambiguous, speculative, or that implementation may not be in compliance with Air District or CARB policies.
3. All applications will be reviewed and ranked by Air District staff from the most cost-effective to the least cost-effective, based upon CARB guidelines and methodology. Funding will be awarded to the most cost-effective projects, but in no case will a grant be awarded to any project with a cost-effectiveness above \$14,300 per ton of emissions reduced (NOx, ROG, and weighted PM combined).
4. California Health and Safety Code Section 43023.5 requires the Air District to distribute at least 50% of the Carl Moyer Program funds in those areas with the most significant exposure to air contaminants. Funding will be awarded on a competitive basis, with the most cost-effective projects generally receiving the available incentives. However, the Air District may make adjustments to the award rankings in order to fully comply with the requirements of this State law.
5. No applicant is guaranteed funding. Actual reimbursement of project costs by the Air District is conditional upon receipt of adequate funding from CARB.
6. The list of projects recommended for Year 8 Carl Moyer Program grants will be forwarded for review by the Air District's Mobile Source Committee for subsequent approval by the full Board of Directors. Grant applicants will receive formal notification of their incentives within fifteen (15) working days from the Board of Directors approval of their grant applications.
7. A successful grant applicant will have thirty (30) days from the date that the Air District issues a funding agreement governing the grant to sign the agreement. Failure to sign the funding agreement within thirty (30) days may result in the forfeiture of the incentive.
8. Grant recipients will be required to properly destroy any old diesel engine replaced with a Carl Moyer Program grant.

**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: October 10, 2006

Re: Vehicle Scrapping Contractor Selection for the Vehicle Buy Back Program

**RECOMMENDED ACTION**

Recommend Board of Directors' approval of:

- 1) The selection of Environmental Engineering Studies, Inc., Pick-N-Pull, and Pick Your Part as the vehicle scrapping contractors for the fiscal year (FY) 2006/2007 Vehicle Buy Back (VBB) Program; and
- 2) The authorization for the Executive Officer/APCO to execute contracts for vehicle scrapping and related services with Environmental Engineering Studies, Inc., Pick-N-Pull, and Pick Your Part, which will distribute, on a monthly reimbursement basis, the \$7 million allocated for this purpose to the VBB Program in FY 2006/2007.

**BACKGROUND**

In FY 2006/2007, the Air District will enter its twelfth funding cycle for the VBB Program. Through the eleven previous funding cycles, the Air District has allocated a total of approximately \$27 million to scrap over 35,000 vehicles. During the FY 2004/2005 funding cycle, vehicle eligibility and incentive levels were revised so that model year 1985 and older vehicles are eligible for the VBB Program and \$650 is paid for each purchased vehicle. Funding allocated to the current FY 2005/2006 contracts with the scrapping firms is expected to be expended within the next two months. The Air District's FY 2006/2007 budget allocated \$7 million in TFCA funds to continue the implementation of the VBB Program.

**DISCUSSION**

In August 2006, the Air District issued a Request for Proposals (RFP) seeking contractors for the FY 2006/2007 VBB Program. The scope of work contained in the RFP conforms to the California Air Resources Board-adopted Voluntary Accelerated Light-Duty Vehicle Retirement (VAVR) Regulation that went into effect in July 2000. The RFP was mailed to

31 companies and posted on the Air District website. Responses to the RFP were due in September 2006.

The Air District received three proposals in response to the RFP. The proposals were submitted by Environmental Engineering Studies, Inc. (EES), Pick-N-Pull Auto Dismantlers, and Pick Your Part Auto Recycling. The Air District has previously contracted with all three bidders to carry out the VBB Program. Therefore, Air District staff is familiar with their performance related to this program.

Air District staff evaluated the new proposals using five criteria set forth in the RFP. The criteria were:

1. **Price** (50 points maximum). Points awarded based on the overhead price.
2. **Available Resources/Customer Relations** (20 points maximum). Points awarded based on responsiveness to queries and requests, and the estimated number of days it would take for the contractor to purchase a vehicle.
3. **Coverage/Availability** (15 points maximum). Points awarded based on the number and geographical distribution of scrapping sites, number of buy back days per month, and convenience of daily schedules.
4. **Advertising** (5 points maximum). Points awarded according to the advertising budget and description of the proposed campaign to target potential sellers of eligible vehicles.
5. **Understanding of the Program and Thoroughness of the Proposal** (10 points maximum). Points awarded based on the extent to which a proposal demonstrates an understanding of the VBB Program and responds thoroughly to the RFP.

The results of the staff evaluation of the proposals are summarized below.

**Price Evaluation.** The overhead bid prices per vehicle for each proposal are presented in Table 1 below. Because proposals in recent years have included steadily increasing general overhead and advertising costs, the RFP specifically outlined expected costs for those items. Two of the three proposals included the expected level of \$200 for general overhead costs and \$20 for advertising overhead costs. The third proposal from EES had a higher general overhead rate of \$220 per vehicle and \$32 advertising overhead rate. The RFP did not prohibit higher rates but required a detailed description of the costs if they exceeded the expected costs. The reason provided by EES for the higher general overhead rate is that EES manages ten independent dismantling yards, which requires an additional layer of management. The other bidders do not have a middle manager, but rather operate their own dismantling yards. The reason provided by EES for the higher advertising overhead rate is that they plan to further improve their advertising program by expanding the geographical zones targeted by their advertisements and by increasing the number of papers and magazines that carry their advertisements, which is expected to result in a higher rate of eligible vehicles purchased and scrapped.

**Table 1  
Overhead Bid Prices**

<b>Funding Levels</b>	<b>Environmental Engineering Studies, Inc.</b>	<b>Pick-N-Pull</b>	<b>Pick Your Part</b>
Price paid per vehicle	\$650	\$650	\$650
Cost for General Overhead	\$220	\$200	\$200
Cost for Advertising Overhead	\$32	\$20	\$20
Total Cost per vehicle	\$902	\$870	\$870

**Available Resources/Customer Relations Evaluation.** This category evaluated the number of staff answering calls, hours of telephone availability, and ability to process the necessary paperwork to determine vehicle eligibility. Both EES and Pick-N-Pull had operators available seven days a week while Pick Your Part had operators available six days a week and received messages via voicemail on Sundays. All proposals indicated that the respective contractors would be able to access the Department of Motor Vehicles (DMV) registration history if eligible vehicle owners were unable to provide this information. All proposing contractors have the capability of processing the vehicle in one day, but EES provided the most detailed description of this process.

**Coverage/Availability Evaluation.** EES scored highest in this category because their coverage included a total of ten yards in the Bay Area. The ten EES vehicle buy back locations are located in the cities of Santa Rosa, East Palo Alto, Pittsburg, San Jose, Hayward, Newark, Richmond, San Francisco, Rodeo and Vallejo. Pick-N-Pull has six vehicle buy back sites, located in the cities of San Jose, Newark, Oakland, Windsor, Richmond and Fairfield. Pick Your Part also has a total of six buy back sites located in the cities of Hayward, Milpitas, Redwood City, Richmond, San Francisco and San Jose.

**Advertising Evaluation.** The EES proposal scored higher under this criterion for their use of diverse methods of advertising and expansion of their advertising campaign. Staff attributes EES's ability to purchase vehicles at a rate that is almost twice that of Pick-N-Pull and nearly four times the rate of Pick Your Part to their advertising program. As noted above, the FY 2006/2007 RFP specifically outlined expected advertising overhead costs of \$20 per vehicle. While EES's proposal exceeded the recommended advertising overhead cost, staff believes that the additional expense may further increase the rate of vehicle purchases by EES.

**Understanding of the Program and Thoroughness of the Proposal Evaluation.** All three firms that submitted proposals have a good understanding of the program, as evidenced in their proposals and by past experience with the VBB Program. However, EES's proposal was clearly more thorough and well structured.



The scoring and total points for each of the RFP's criteria is contained in Table 2 below. Based on the point scores in Table 2, staff recommends that the District select Environmental Engineering Studies, Inc., Pick-N-Pull, and Pick Your Part as vehicle scrapping contractors for FY 2006/2007 and that the \$7 million in FY 2006/2007 funding allocated to the scrapping of vehicles under the VBB Program be distributed on a monthly reimbursement basis to all three contractors until all the funds have been expended.

**Table 2  
Points for Each Criterion**

<b>Criteria</b>	<b>Environmental Engineering Studies, Inc.</b>	<b>Pick -N- Pull</b>	<b>Pick Your Part</b>
Price (50 points)	47	50	50
Available Resources/Customer Relations (20 points)	20	18	16
Coverage/Availability (15 points)	13	11	9
Advertising (5 points)	5	3	2
Understands program/ thoroughness of proposal (10 points)	10	8	6
<b>Total Points for All Criteria</b>	95	90	83

BUDGET CONSIDERATION / FINANCIAL IMPACT:

Funds to implement the FY 2006/07 VBB Program are included in the Air District's approved FY 2006/2007 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Smith and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 10, 2006

Re: Transportation Fund for Clean Air Regional Fund Grant Awards for FY  
2006/2007

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**RECOMMENDED ACTIONS**

Recommend Board of Directors (Board) approval of:

- 1) The replacement of up to \$7,386,585 in Transportation Fund for Clean Air (TFCA) Regional Fund revenues with the same amount in Mobile Source Incentive Fund (MSIF) funding for the Air District's Vehicle Buy Back Program for fiscal year (FY) 2006/2007, with \$2,655,239 contingent upon approval by the Metropolitan Transportation Commission (MTC) on the use of these funds for TFCA Regional Fund projects; and
- 2) Staff recommendations for FY 2006/2007 TFCA Regional Fund grant awards listed in Attachment 1, totaling up to \$12,350,489, with the projects listed under "Contingent Projects" funded upon approval by MTC on the use of \$2,655,239 for TFCA Regional Fund projects.

**BACKGROUND**

Pursuant to California Health and Safety Code Sections 44241 and 44242, the Air District has imposed a \$4 per vehicle annual surcharge on all motor vehicles registered within the boundaries of the Air District<sup>a</sup>. This is the funding source for the Air District's program known as the Transportation Fund for Clean Air (TFCA). TFCA revenues are awarded to public agencies to implement eligible projects that reduce motor vehicle emissions and support the implementation of selected transportation and mobile source control measures in the Air District's strategies to achieve state and national air quality standards.

By law, 60% of TFCA revenues are allocated by the Air District through a grant program known as the TFCA Regional Fund. A portion of the TFCA Regional Fund is earmarked for eligible programs implemented directly by the Air District, including the Smoking Vehicle Program, the Spare the Air Program, the Vehicle Buy Back Program, and the Vehicle Incentive Program. The balance is allocated on a competitive basis to eligible projects proposed by eligible project sponsors. Starting with this funding cycle, the legislation that

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

enables the TFCA program authorizes as eligible project sponsors not only public agencies, but non-public entities as well.

The Air District received 90 grant applications totaling \$26.7 million in funding requests for the FY 2006/2007 TFCA Regional Fund. Six grant applications were found to be ineligible because they did not meet program policies, and four grant applications were withdrawn by their sponsors. Fifty-two projects met all the relevant eligibility criteria. Staff is recommending awarding grants totaling up to approximately \$12.5 million to up to 52 eligible projects, with approximately \$2.7 million in funding contingent on approval by MTC. Attachment 1 lists the projects recommended for TFCA Regional Fund grant awards.

## DISCUSSION

A discussion of the TFCA Regional Fund process follows.

### **TFCA Regional Fund Schedule**

The milestone dates of the grant application and review process are outlined below.

<b>Action</b>	<b>Date</b>
Issue Application Guidance	May 26, 2006
Application Workshop	June 13, 2006
Application Submittal Deadline	July 24, 2006
Evaluation of Applications	July 25 - September 29, 2006

### **Evaluation Criteria**

The Board-adopted criteria to score and rank TFCA Regional Fund grant applications for FY 2006/2007 are shown in Table 1. The evaluation criteria emphasize cost effectiveness in reducing emissions by allotting 60% of the total possible points to this criterion. Cost effectiveness is calculated by dividing the total TFCA funds proposed for the project by a factor representing the estimated lifetime emission reductions for the project, yielding TFCA funds per ton of reduced emissions. The Board-approved cost effectiveness threshold is currently \$90,000/ton of reduced emissions.

**Table 1: FY 2006/2007 TFCA Regional Fund Scoring Criteria**

<b>Criteria</b>	<b>Maximum Points</b>
1. TFCA Cost Effectiveness	60
2. Greenhouse Gas Emission Reductions	10
3. Other Project Attributes--	10
4. Clean Air Policies and Programs	10
5. Disadvantaged and PM-Impacted Communities	10
<b>Total</b>	<b>100</b>

The Board establishes minimum point scores for projects to be eligible to receive TFCA Regional Funds. For the FY 2006/2007 funding cycle, the minimum scores are 40 points for public-agency projects and 36 points for non-public entity projects. The intent of this policy is to assure that TFCA funding is provided only to projects that achieve an acceptable level of cost effectiveness and benefit to the region.

**Returned and Withdrawn Grant Applications**

Staff reviewed the applications to determine eligibility, based on compliance with all relevant policies adopted by the Board to govern the TFCA program. Table 2 provides a listing of grant applications that were not evaluated because they were deemed ineligible for funding based on one or more of the Board-adopted policies.

**Table 2: Returned Grant Applications**

Sponsor	Project	Reason
County of San Francisco	CCSF Telecommuting Program Expansion	Did not comply with TFCA Regional Fund Policy # 1 re: funding of planning activities not directly related to the implementation of a specific project.
County of San Francisco	Transportation Demand Management (TDM) Survey	Did not comply with TFCA Regional Fund Policy # 1 re: funding of planning activities not directly related to the implementation of a specific project.
Port of San Francisco	Fisherman's Wharf Pedestrian Transit Sign Program	Did not comply with TFCA Regional Fund Policy # 1 re: requirement that a project must result in the reduction of motor vehicle emissions.
County of San Francisco	UCSF Class Pass Program	Did not comply with TFCA Regional Fund Policy # 18 re: duplication of existing TFCA-funded projects.
Green Energy Network	Sonoma County Sustainable Transportation Center (Ethanol projects)	Did not comply with TFCA Regional Fund Policy # 27 re: requirement that clean air vehicle infrastructure be for advanced technology.
City of Berkeley	Ashby BART Station / Ed Roberts Campus	Did not comply with TFCA Regional Fund Policy # 31 re: requirement that physical improvements result in motor vehicle emission reductions.

The following project sponsors withdrew their grant applications. California Wine Tours and Golden Gate Petroleum withdrew grant applications for retrofit diesel emission control devices because their projects were not ready to proceed. The San Francisco Water District withdrew a grant application for heavy-duty compressed natural gas water trucks because the project was not ready to proceed. Google.org withdrew a grant application for a light-duty vehicle project, due to changes in the sponsor's plans.

**Available Funds**

TFCA Regional Funds totaling approximately \$12.5 million can be made available for allocation in FY 2006/2007. These funds consist of anticipated receipts from motor vehicles registered in the Air District during calendar year 2006, interest on TFCA Regional Funds, and a reallocation of funds initially budgeted for the Vehicle Buy Back Program. Table 3 provides a summary of the total TFCA Regional Funds currently available.

**Table 3: FY 2006/2007 TFCA Regional Funds**

<b>Source/Program</b>	<b>Amount</b>	<b>Comment</b>
1. Projected CY 2006 DMV Receipts	\$22,292,670	Based on CY 2005 actual receipts
2. FY 2006/2007 District Admin. Costs	\$1,300,992	Per adopted Air District budget
3. FY 2006/2007 County Program Manager Funds	\$8,396,671	40% of (Line 1 minus Line 2)
4. New FY 2006/2007 Funds Available for Regional Fund	\$12,595,007	(Line 1 minus Line 2) minus Line 3
5. Projected CY 2006 Regional Fund Interest	\$1,667,907	Based on CY 2005 actual Regional Fund interest
6. Total Available New Funds for Regional Fund	\$14,262,914	Line 4 plus Line 5
7. Clean Air in Motion Program	\$2,655,239	Alameda & Santa Clara Program Manager funds to MTC for Vehicle Buy Back (VBB) Program in exchange for CMAQ funds
8. Total Regional Funds	\$16,918,153	Line 6 plus Line 7
9. FY 2006/2007 Board-Approved District Projects	\$11,018,942	Smoking Vehicle \$775,424 VBB Program \$7,386,585 Spare the Air Program \$1,429,349 Vehicle Incentive Program \$600,000 Air District Overhead Costs \$827,584
10. Additional Funding for the Spare the Air Program	\$800,000	VBB Program funds reallocated to Spare the Air Program in July '06
11. Proposed Reallocation of VBB Program funds	\$7,386,585	VBB Program budget, with \$2,655,239 contingent on MTC agreement
12. Total Available for FY 2006/2007 Regional Fund Grant Awards	\$12,485,796	((Line 8 minus Line 9) minus Line 10) plus Line 11
13. Recommended TFCA Regional Fund Grant Awards	\$12,350,489	52 TFCA Regional Fund Projects

### **Project Funding**

Fifty-two projects, totaling approximately \$12.4 million in funding requests, achieved the relevant minimum point score and complied with the \$90,000 per ton cost-effectiveness threshold. Attachment 1 lists the final project scores and ranking for the eligible projects. If approximately \$7.4 million in funds initially budgeted for the Vehicle Buy Back Program are reallocated to the TFCA Regional Fund, then Regional Fund revenues are sufficient to fund all 52 eligible projects listed in Attachment 1. In turn, to fully fund the Vehicle Buy Back Program for FY 2006/2007, staff recommends the allocation of the same amount, up to approximately \$7.4 million, to the Vehicle Buy Back Program from MSIF revenues.

Staff is recommending reallocation of the full Vehicle Buy Back Program budget for FY 2006/2007, with approximately \$2.7 million contingent on approval by MTC. MTC, through its Clean Air in Motion program, committed Congestion Mitigation and Air Quality

(CMAQ) funds to provide funds for the Vehicle Buy Back Program. However, the Federal Highway Administration had indicated that vehicle buy back programs are not eligible for CMAQ funding. Due to this, MTC worked with the Air District and the Santa Clara County and Alameda County Program Managers so that the Air District could use FY 2006/2007 Santa Clara and Alameda County TFCA Program Manager funds to provide funds for the Vehicle Buy Back Program, and these Program Managers could in turn use CMAQ funding from MTC to implement CMAQ-eligible projects locally. Since \$2.7 million was thus earmarked for the Vehicle Buy Back Program, staff will secure MTC's approval before reallocating this portion of the Vehicle Buy Back Program budget.

### **Supplementing the Vehicle Buy Back Program with the MSIF**

The MSIF was established pursuant to AB 923 (Firebaugh, codified as Health and Safety Code Section 44225), which 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 for, among other programs, accelerated vehicle retirement or repair programs.

Approximately \$11.7 million in MSIF funds were available to the Air District as of June 30, 2006. Additional revenues averaging approximately \$890,000 per month continue to accrue to the MSIF account on an on-going basis. Although the Board approved allocations of MSIF funds in March 2006 and September 2006, there will be ample time between accrual and expenditure of MSIF funds, due to the time required for grantees to execute a contract with the Air District, begin implementation of projects, and submit invoices to request payment on a reimbursement basis after projects have been completed.

Staff recommends the allocation of up to approximately \$7.4 million in MSIF revenues to fully fund the Vehicle Buy Back Program for FY 2006/2007. Doing so will allow the Air District to use TFCA Regional Fund revenues originally budgeted for the Vehicle Buy Back Program to fund eligible projects proposed for funding by the FY 2006/2007 TFCA Regional Fund, as listed in Attachment 1.

### **Projects Not Recommended for Funding**

Attachment 2 lists the projects that are not recommended for funding because they did not achieve the minimum point score required – 40 points for public agencies or 36 points for non-public entities.

### **Emission Reductions**

The 52 projects recommended for funding will result in estimated emission reductions of 587 tons of ozone precursors and particulate matter (PM), and 60,909 tons of carbon dioxide (CO<sub>2</sub>) over the life of the projects. The resulting overall cost effectiveness estimated for these projects is \$22,447/ton<sup>b</sup>.

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<sup>b</sup> TFCA dollars per ton of emissions reduction (ozone precursors and weighted particulate matter). The cost effectiveness calculations used for project evaluation includes a weighted factor of 20 for the reduction of particulate matter emissions.

## Grant Allocations Summary

Table 4 shows the funding, by project type, for the 52 projects not administered by the Air District that are recommended to receive TFCA Regional Fund grant awards.

**Table 4:**  
**Recommended FY 2006/2007 TFCA Regional Fund Grant Allocations by Project Type**

<b>Project Type</b>	<b>No. of Projects</b>	<b>TFCA \$</b>	<b>% of Total TFCA Regional Fund \$</b>
Retrofit – Diesel	19	\$4,152,955	34%
Natural Gas Vehicles	10	\$3,083,463	25%
Shuttle Programs	7	\$2,305,202	19%
Ridesharing Projects	4	\$1,150,400	9%
Repower – Diesel	4	\$439,567	4%
Arterial Management Projects	1	\$422,731	3%
Smart Growth Projects	1	\$351,508	3%
Bicycle Projects	4	\$232,599	2%
Shuttle Buses	2	\$212,064	2%
<b>Totals</b>	<b>52</b>	<b>\$12,350,489</b>	<b>100%*</b>

\* Total may not add to 100% due to rounding.

### BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Under Recommended Action #1, the Vehicle Buy Back Program will be supplemented by funding from the Mobile Source Incentive Fund.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer /APCO

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



**ATTACHMENT 1**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Project Scores and Ranking - Projects Recommended for Funding**

Proj#	Cnty (1)	P/N (2)	Sponsor	Project Description	Yrs Eff	TFCA \$ Per Ton (3)	TFCA \$ Awarded	Cumulative Total \$	CRITERIA POINT SCORES					
									TFCA Funding Eff	Green- house Gas ER	Other Attrib.	Clean Air Pol.	Disadv. & PM	TOTAL SCORE
06R07	CC	P	City of El Cerrito	Implement pedestrian, bicycle, and transit access improvements and traffic calming measures along San Pablo Avenue between Carlson Boulevard and Macdonald Avenue.	20	\$31,375	\$351,508	\$351,508	54	10	10	10	4	88
06R75	SM	P	City of Redwood City	Provide peak period shuttle service to the Redwood City Caltrain Station, downtown area, Fair Oaks neighborhood, and neighborhoods west of El Camino Real, using one diesel bus with an ARB-certified PM filter.	1	\$32,386	\$14,064	\$365,572	53	10	10	10	4	87
06R74	ALA	P	City of Berkeley	Operation of one 24 passenger gasoline shuttle bus route from the Ashby BART station to West Berkeley area employers during morning and afternoon weekday peak periods.	1	\$29,916	\$20,600	\$386,172	55	0	10	10	6	81
06R32	SF	P	San Francisco International Airport	Purchase 17 compressed natural gas heavy-duty shuttle buses.	7	\$22,201	\$198,000	\$584,172	58	10	0	10	2	80
06R43	SC	P	Eastside Union High School	Repower 2 heavy-duty diesel school buses with cleaner diesel engines.	10	\$9,826	\$105,926	\$690,098	60	0	10	2	5	77
06R26	ALA	P	City of Berkeley	Purchase 6 compressed natural gas solid waste collection vehicles.	10	\$15,017	\$150,000	\$840,098	60	2	0	10	5	77
06R72	ALA	P	City of Berkeley	Market alternative transportation options to Berkeley residents, employees and students.	1	\$22,394	\$32,529	\$872,627	58	4	0	10	5	77
06R45	SC	P	Ravenswood City School	Repower 3 heavy-duty diesel school buses with cleaner diesel engines.	10	\$23,382	\$142,989	\$1,015,616	58	0	10	2	4	74
06R44	SC	P	Milpitas Unified School District	Repower 2 heavy-duty diesel school buses with cleaner diesel engines.	10	\$18,381	\$95,326	\$1,110,942	60	0	10	2	1	73
06R46	SON	P	River Delta Unified School	Repower 2 heavy-duty diesel school buses with cleaner diesel engines.	10	\$13,571	\$95,326	\$1,206,268	60	0	10	2	0	72
06R48	REG	P	San Francisco International Airport	Retrofit 27 diesel shuttle vehicles with PM/NOx Level 3 emission reduction devices.	5	\$20,622	\$609,711	\$1,815,979	59	0	0	10	3	72

(1) REG = regional/multi-county.

(2) Public/Non-Public Entity.

(3) TFCA\$ divided by est. lifetime ER (ozone precursors and weighted PM). May include TFCA County Program Manager funds.

**ATTACHMENT 1**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Project Scores and Ranking - Projects Recommended for Funding**

Proj#	Cnty (1)	P/N (2)	Sponsor	Project Description	Yrs Eff	TFCA \$ Per Ton (3)	TFCA \$ Awarded	Cumulative Total \$	CRITERIA POINT SCORES					
									TFCA Funding Eff	Green- house Gas ER	Other Attrib.	Clean Air Pol.	Disadv. & PM	TOTAL SCORE
06R82	REG	P	Metropolitan Transportation Commission	Implement the Regional Rideshare Program, which provides coordinated carpool and vanpool formation assistance, and information on transportation alternatives such as Bike to Work Day, Rideshare Thursday and Spare the Air.	1	\$28,034	\$1,000,000	\$2,815,979	55	2	0	10	3	70
06R37	CC	N	Pleasanton Garbage Service, Inc.	Purchase 4 compressed natural gas solid waste collection vehicles for use in Pleasanton and Sunol.	10	\$12,013	\$200,000	\$3,015,979	60	9	0	0	0	69
06R89	SC	P	San Jose State University - Associated Students	Implement Transportation Solutions, a transportation demand management program which provides alternative commute incentives, such as the University Transit pass program, and ridesharing information to students and employees of San Jose State University.	1	\$54,686	\$100,000	\$3,115,979	42	6	6	10	5	69
06R73	ALA	P	City of Berkeley	Provide a mini-vanpool and carsharing program (Flexvan) to residents and commuters in the City of Berkeley, using 2 gasoline minivans.	1	\$35,196	\$17,871	\$3,133,850	52	0	2	10	4	68
06R40	SOL	N	Solano Garbage Company/Bay Leasing	Purchase 2 compressed natural gas solid waste collection vehicles for use in City of Suisun and unincorporated areas of Solano County.	10	\$7,195	\$68,452	\$3,202,302	60	5	0	0	2	67
06R65	SF	N	Sheedy Drayage	Retrofit 6 heavy duty diesel trucks with Level 3 PM/NOx emission control devices.	5	\$10,718	\$147,323	\$3,349,625	60	0	0	0	7	67
06R41	ALA	N	Tri Ced Community Recycling	Purchase 10 compressed natural gas recycling trucks for use in Hayward.	10	\$13,563	\$500,000	\$3,849,625	60	5	0	0	2	67
06R92	SF	P	University of California, San Francisco	Operation of two 22 passenger compressed natural gas shuttle buses from the Mission Bay Campus in San Francisco to the Powell Street BART station.	1	\$48,132	\$88,808	\$3,938,433	45	0	10	5	6	66
06R88	ALA	P	San Joaquin Regional Rail Commission	Operation of 2 peak-period shuttle buses between the Pleasanton ACE train station in downtown Pleasanton and the Dublin/Pleasanton BART station. The buses will service employment sites located in the Hacienda Business Park in north Pleasanton.	1	\$44,674	\$50,000	\$3,988,433	47	3	10	4	0	64
06R38	CC	N	Sims Hugo New	Purchase 10 compressed natural gas roll-off trucks.	10	\$7,351	\$500,000	\$4,488,433	60	1	0	0	3	64

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**ATTACHMENT 1**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Project Scores and Ranking - Projects Recommended for Funding**

Proj#	Cnty (1)	P/N (2)	Sponsor	Project Description	Yrs Eff	TFCA \$ Per Ton (3)	TFCA \$ Awarded	Cumulative Total \$	CRITERIA POINT SCORES					
									TFCA Funding Eff	Green- house Gas ER	Other Attrib.	Clean Air Pol.	Disadv. & PM	TOTAL SCORE
06R36	REG	N	Pacific Gas & Electric	Purchase 20 compressed natural gas heavy duty trucks.	10	\$21,452	\$500,000	\$4,988,433	59	2	0	0	3	64
06R55	REG	N	Diamond Tank Lines	Retrofit 2 heavy-duty diesel trucks with PM/NOx Level 3 emission reduction devices.	5	\$5,758	\$42,793	\$5,031,226	60	0	0	0	3	63
06R34	CC	N	Amador Valley Industries, LLC	Purchase 2 compressed natural gas solid waste collection vehicles for use in Dublin.	10	\$15,017	\$100,000	\$5,131,226	60	3	0	0	0	63
06R15	CC	P	County of Contra Costa	Construct Class-2 bicycle lane in the North Richmond area, on Third Street between Grove Avenue and the Class-1 Wildcat Creek Trail and Class-3 bicycle route on Market Street between Third Street and the county limits (0.7 miles total).	15	\$71,373	\$65,000	\$5,196,226	34	3	8	9	9	63
06R68	REG	N	Sonoma County Airport Express	Retrofit 13 diesel buses with PM/NOx Level 3 emission control devices.	5	\$3,269	\$315,824	\$5,512,049	60	0	0	0	2	62
06R58	REG	N	Marin Airporter	Retrofit 15 diesel buses with PM/NOx Level 3 emission control devices.	5	\$6,015	\$359,478	\$5,871,527	60	0	0	0	2	62
06R64	REG	N	S.F. Navigatour, Inc.	Retrofit 3 diesel buses with PM/NOx Level 3 emission control devices.	5	\$6,856	\$74,914	\$5,946,441	60	0	0	0	2	62
06R53	REG	N	Cummins West	Retrofit 2 heavy-duty diesel trucks with PM/NOx Level 3 emission reduction devices.	5	\$6,993	\$10,000	\$5,956,441	60	0	0	0	2	62
06R70	REG	N	Thunderstar Stages	Retrofit 6 diesel buses with PM/NOx Level 3 emission control devices.	5	\$7,418	\$149,828	\$6,106,268	60	0	0	0	2	62
06R69	REG	N	Sysco Food Service	Retrofit 21 heavy-duty diesel trucks with Level 3 PM/NOx emission reduction devices.	5	\$7,774	\$391,632	\$6,497,900	60	0	0	0	2	62
06R54	REG	N	CUSA FL LLC	Retrofit 18 diesel buses with PM/NOx Level 3 emission control devices.	5	\$8,082	\$430,619	\$6,928,518	60	0	0	0	2	62
06R49	REG	N	Black Tie Transportation	Retrofit 6 diesel minibuses with PM/NOx Level 3 emission control devices.	5	\$9,224	\$31,993	\$6,960,511	60	0	0	0	2	62
06R63	REG	N	Royal Coach Lines	Retrofit 16 diesel buses with PM/NOx Level 3 emission control devices.	5	\$9,388	\$383,191	\$7,343,702	60	0	0	0	2	62

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**ATTACHMENT 1**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Project Scores and Ranking - Projects Recommended for Funding**

Proj#	Cnty (1)	P/N (2)	Sponsor	Project Description	Yrs Eff	TFCA \$ Per Ton (3)	TFCA \$ Awarded	Cumulative Total \$	CRITERIA POINT SCORES					
									TFCA Funding Eff	Green- house Gas ER	Other Attrib.	Clean Air Pol.	Disadv. & PM	TOTAL SCORE
06R94	REG	N	Airline Coach Service	Retrofit 2 minibuses with with PM/NOx Level 3 emission control devices.	5	\$13,821	\$40,943	\$7,384,645	60	0	0	0	2	62
06R42	ALA	N	Waste Management	Purchase 14 compressed natural gas recycling trucks for use in Hayward.	10	\$14,499	\$500,000	\$7,884,645	60	0	0	0	2	62
06R52	REG	N	Compass Transportation	Retrofit 12 diesel buses with PM/NOx Level 3 emission control devices.	5	\$16,183	\$284,564	\$8,169,209	60	0	0	0	2	62
06R59	REG	N	Mercury Tours	Retrofit 10 diesel buses with PM/NOx Level 3 emission control devices.	5	\$19,225	\$224,490	\$8,393,699	60	0	0	0	2	62
06R20	SF	P	University of California, San Francisco	Purchase and install a 50-bicycle cage parking facility for employees, students and patients at Mount Zion Medical Center.	10	\$53,577	\$39,999	\$8,433,698	43	2	8	5	4	62
06R61	REG	N	North Bay Corporation	Retrofit 15 heavy-duty diesel trucks with PM/NOx Level 3 emission reduction devices.	5	\$4,582	\$288,849	\$8,722,548	60	0	0	0	1	61
06R10	SM	P	San Mateo Transit District	Implement a bus adaptive transit signal priority (ATSP) system for 52 intersections along 11 miles of El Camino Real.	4	\$77,111	\$422,731	\$9,145,279	31	10	7	10	1	59
06R86	SF	P	Presidio Trust	Operation of four 26 passenger compressed natural gas shuttle buses for Presidio employees, residents and visitors, from the Presidio to the Embarcadero BART station, Transbay Bus Terminal, and the San Francisco Ferry Building.	1	\$88,994	\$125,000	\$9,270,279	25	10	10	10	4	59
06R66	SM	N	South San Francisco Scavenger Company	Retrofit 5 solid waste collection vehicles with Level 3 PM/NOx emission reduction devices.	5	\$27,651	\$57,395	\$9,327,674	56	0	0	0	2	58
06R67	REG	N	Blue Line Transfer, Inc.	Retrofit 3 solid waste transfer vehicles with Level 3 PM/NOx emission reduction devices.	5	\$31,014	\$68,501	\$9,396,175	54	0	0	0	2	56

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**ATTACHMENT 1**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Project Scores and Ranking - Projects Recommended for Funding**

**Contingent Projects.** Contingent Projects are recommended for funding as portions of the initially approved funds become available.

Proj#	Cnty (1)	P/N (2)	Sponsor	Project Description	Yrs Eff	TFCA \$ Per Ton (3)	TFCA \$ Awarded	Cumulative Total \$	CRITERIA POINT SCORES					
									TFCA Funding Eff	Green- house Gas ER	Other Attrib.	Clean Air Pol.	Disadv. & PM	TOTAL SCORE
06R83	REG	P	Peninsula Corridor Joint Powers Board	Operation of 28 peak-period shuttles to/from various Caltrain stations and employment sites on the Peninsula using 4 compressed natural gas vehicles, 9 gasoline vehicles, and 21 diesel vehicles with an ARB-certified PM filter.	1	\$76,278	\$1,034,355	\$10,430,530	31	2	10	10	3	56
06R90	SC	P	Santa Clara Valley Transportation Authority	Operation of 8 peak-period shuttle bus routes from the Great America ACE train station in Santa Clara to employment sites in Palo Alto, Mountain View, Sunnyvale, Santa Clara, San Jose and Milpitas, using 6 diesel vehicles with ARB-certified PM filter and	1	\$64,725	\$950,000	\$11,380,530	37	0	5	10	3	55
06R18	SF	P	San Francisco MTA	Construct Class-2 bicycle lane (1 mile) between The Embarcadero and Van Ness Avenue.	15	\$77,919	\$92,600	\$11,473,130	31	4	8	10	1	54
06R39	SM	N	South San Francisco Scavenger Co.	Replace 1 diesel roll-off truck with 1 compressed natural gas roll-off truck.	10	\$44,282	\$91,011	\$11,564,141	47	2	0	0	2	51
06R17	SF	P	Golden Gate Park Concourse Authority	Construct Class-1 bicycle path (25 feet) at the Page Street and Stanyan Street entrance to Golden Gate Park that is separated from pedestrian access.	20	\$73,532	\$35,000	\$11,599,141	33	2	7	3	4	49
06R51	REG	N	Coach 21	Retrofit 10 diesel buses with PM/NOx Level 3 emission control devices.	5	\$50,944	\$240,909	\$11,840,050	44	0	0	0	2	46
06R87	ALA	P	San Joaquin Regional Rail Commission	Operation of 2 peak-period shuttle buses between the Pleasanton ACE train station in downtown Pleasanton and the Dublin/Pleasanton BART station. The buses will service employment sites located in the Stoneridge Business Park and Bernal Business Park.	1	\$78,019	\$36,439	\$11,876,489	30	5	10	0	4	49
06R35	SON	N	North Bay Corporation	Purchase 6 compressed natural gas solid waste collection vehicles for use in Santa Rosa.	6	\$60,858	\$474,000	\$12,350,489	39	3	0	0	2	44

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(3) TFCA\$ divided by est. lifetime ER (ozone precursors and weighted PM). May include TFCA County Program Manager funds.

**ATTACHMENT 2**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Projects Not Recommended for Funding**

Listed below, in alphabetical order by project sponsor, are those project applications that are not recommended for funding.

Proj#	Cnty	Sponsor	Project Description	TFCA\$ Requested
06R21	REG	AC Transit	Demonstrate an energy-efficient electrolyzer that produces hydrogen fuel under pressure with the aid of photovoltaic solar panels.	\$300,000
06R05	ALA	Alameda County CMA	Implement a bus transit signal priority (TSP) system for five intersections along MacArthur Avenue between High Street and Canon Avenue/E. 28th Street/Excelsior Avenue.	\$500,000
06R71	ALA	Alameda County Congestion Management Authority	Door-to-door marketing of travel information options to households in Berkeley (along the San Pablo and Telegraph transit corridors) and San Leandro (around the San Leandro BART Station).	\$550,000
06R29	SM	City/County Association of Governments of San Mateo County	Purchase 2 compressed natural gas shuttle buses as part of the Hydrogen/CNG Powered Shuttle Program in Menlo Park.	\$46,200
06R11	SM	City of Belmont	Construct Class-1 bicycle/pedestrian bridge (0.4 miles) over U.S. 101 from the Belmont Sports Complex to Hiller Street.	\$1,000,000
06R27	CC	City of Fremont	Purchase one new compressed natural gas street sweeper	\$50,025
06R08	ALA	City of Oakland	Implement pedestrian improvements, including sidewalks and accented crosswalks, on 8th Street from Willow Street to Wood Street and on Wood between 7th Street and 8th Street to close a pedestrian gap.	\$300,000
06R12	ALA	City of Oakland	Construct Class-2 bicycle lane and Class-3 bicycle route (1.25 miles total) between Park Boulevard and Lincoln Avenue.	\$398,380
06R28	ALA	City of Oakland	Purchase 10 compressed natural gas street sweepers.	\$735,240
06R76	ALA	City of San Leandro	Operation of a peak-period weekday compressed natural gas shuttle to/from the San Leandro BART Station to major employment sites in the central and western areas of San Leandro.	\$82,000
06R13	SON	City of Santa Rosa	Construct Class-2 bicycle lane (1.6 miles) between McConnel Avenue and Fountaingrove Parkway.	\$225,000
06R30	SF	City/County of San Francisco	Replace 5 diesel street sweepers with compressed natural gas vehicles.	\$210,000
06R77	CC	Contra Costa County Community Development	Operation of a new weekday shuttle bus route between the San Ramon Transit Center and the Dublin/Pleasanton BART station, using two 40 passenger diesel buses with ARB-certified PM filters.	\$50,000
06R16	ALA	County of Alameda	Construct a Class-2 bicycle lane (1.5 miles) from the Livermore City Limits at Isabel Avenue to the Lonestar Entrance.	\$450,000
06R14	CC	County of Contra Costa	Construct a Class-2 bicycle lane (0.6 miles) between the City of Pinole city limits to 1,000 feet south of Tara Hill Road.	\$500,000
06R47	SF	County of San Francisco	Retrofit 25 heavy-duty diesel trucks with PM-only Level 3 emission reduction devices.	\$342,563

**ATTACHMENT 2**  
**TFCA Regional Fund Grant Applications - FY 2006/2007**  
**Projects Not Recommended for Funding**

Proj#	Cnty	Sponsor	Project Description	TFCA\$ Requested
06R31	SC	Gilroy Unified School District	Replace two 1982 diesel school buses with new, cleaner diesel school buses.	\$198,000
06R24	SON	North Bay Electric Auto Association	Create a center for sustainable transportation, purchase equipment for converting light-duty vehicles to electric drive, and install a photovoltaic power system.	\$139,650
06R81	SC	Pacheco Area Shuttle	Provide vanpool service from Los Banos to Gilroy Caltrain Station. The van will also drop off employees of Gilroy High School and Brownel and South Valley Middle Schools.	\$30,000
06R84	SM	Peninsula Corridor Joint Powers Board	Operation of one 25 passenger gasoline shuttle bus route on weekends from the Tamien and San Jose Diridon Caltrain Stations and the Santa Clara Valley Transportation Authority's light rail system.	\$26,442
06R85	ALA	Port of Oakland	Replace 18 diesel shuttle buses with compressed natural gas vehicles.	\$930,000
06R62	CC	Richmond Sanitary Service	Retrofit 25 refuse collection vehicles with PM/NOx Level 3 emission control devices.	\$246,778
06R95	SF	San Francisco International Airport	Replace 7 diesel transit buses with compressed natural gas vehicles.	\$294,000
06R33	SON	Sonoma County Transit	Purchase 5 compressed natural gas transit buses.	\$750,000
06R19	ALA	University of California, Berkeley	Construct Class-1 bicycle path and Class-3 bicycle route (1.2 miles total) on campus.	\$200,970
06R91	SF	University of California, San Francisco	Operation of two 22 passenger compressed natural gas shuttle buses from the Mission Bay Campus in San Francisco to the 16th Street BART station.	\$182,307
06R93	SF	Veterans Administration Medical Center	Operation of ten 20-passenger gasoline shuttle buses from the Vetrans Administration Medical Center to the Embarcadero BART Station and Transbay Terminal.	\$190,050