
GENERAL SERVICES



COUNTY OF SANTA CRUZ

GOVERNMENTAL CENTER
(408) 454-2210
ROY K. HOLMBERG
DIRECTOR

701 OCEAN STREET, ROOM 330, SANTA CRUZ, CALIFORNIA 95060-4073
TDD: (408) 454-2123 FAX: (408) 454-2710

May 7, 1998

Agenda: 5/19/98

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

**GRANT REQUEST TO THE MONTEREY BAY UNIFIED
AIR POLLUTION CONTROL DISTRICT**

Dear Members of the Board:

The Natural Gas Fueling Coalition of Santa Cruz County is nearing completion on two fueling sites funded by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). These sites will allow convenient fueling of Compressed Natural Gas (CNG) vehicles at the County Government Center and at the City corporation yard in Watsonville.

The County currently has twenty-eight (28) Compressed Natural Gas vehicles which are converted bi-fuel vehicles which can run on either CNG or gasoline. Experience by others has proven that factory installation of dedicated CNG equipment offers superior performance and reliability for CNG operation.

Dedicated Compressed Natural Gas vehicles typically cost about \$6,000 more than a conventional vehicle. The attached grant request was submitted to the Monterey Bay Unified Air Pollution Control District to cover the cost differential to purchase six (6) dedicated CNG vehicles. These vehicles are expected to provide superior performance over our existing converted CNG vehicle and will provide an enhancement to our CNG program.

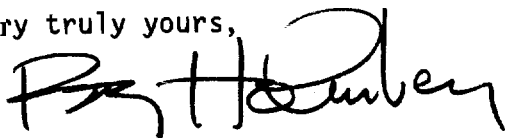
Due to the recent emergency activities, the General Services Department was unable to submit this application to your Board prior to the submittal deadline.

**GRANT REQUEST TO THE MONTEREY BAY
UNIFIED AIR POLLUTION CONTROL DISTRICT
May 7, 1998
Page 2**

76

It is there **RECOMMENDED** that your Board ratify the grant application to the Monterey Bay Unified Air Pollution Control District in the amount of \$36,000 for the cost differential to purchase six (6) dedicated Compressed Natural Gas vehicles.

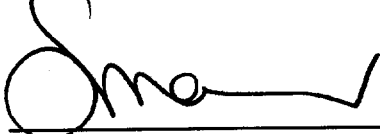
Very truly yours,



ROY HOLMBERG, Director

RH:ljr/cng10430
Attachment

RECOMMENDED:



**SUSAN A. MAURIELLO
County Administrative Officer**

cc: **Monterey Bay Unified Air Pollution Control District**

AB 2766 MOTOR VEHICLE EMISSIONS REDUCTION GRANT PROGRAM

APPLICATION

FY 1998-99
(JULY 1, 1998 TO JUNE 30, 1999)

(For Funding Provided by Assembly Bill 2766 of 1990)

February 25, 1998

MONTEREY BAY UNIFIED AIR POLLUTION CONTROL DISTRICT
24580 SILVER CLOUD COURT
MONTEREY, CALIFORNIA 93940
-TELEPHONE: 647-9411 ext 234

Table of Contents

1. INTRODUCTION	1
2. REQUIREMENTS OF THE AB 2766 PROGRAM ,	2
3. DISTRICT PROGRAM CRITERIA	2
4. FUND-DETERMINATION	2
5. FUND DISTRIBUTION	-2
6. USE OF FUNDS BY DISTRICT PROGRAMS	3
7. USE OF FUNDS BY NON-DISTRICT PROGRAMS	3
A. Application Process-Non District Programs	3
B. Application Guidelines-Non-District Programs	4
C. Application Review For Non-District- Programs	5
D. Project Selection Process	6
E. Grant Notification To Non-District Grant Recipients	6
F. Grant Award Responsibilities of Grantees	6
8. EQUAL EMPLOYMENT OPPORTUNITY GUIDELINES	7
ATTACHMENT 1-PROJECT DESCRIPTION	ATTACHMENT 1 - PAGE 1
ATTACHMENT 1A - PROJECT NARRATIVE	ATTACHMENT 1A - PAGE 1
ATTACHMENT 1B- PROGRAM CRITERIA CHECKLIST	ATTACHMENT 1B - PAGE 1
ATTACHMENT 1C- EMISSIONS REDUCTION WORKSHEET	ATTACHMENT 1C - PAGE 1
ATTACHMENT 1D- DISTRICT SCORING PARAMETERS	ATTACHMENT 1D - PAGE 1
ATTACHMENT 2 - INSTRUCTIONS FOR COMPLETING ATTACHMENT SET 1	ATTACHMENT 2 - PAGE 1
ATTACHMENT 3 -TIMELINE- FY 1998-99	ATTACHMENT 3 - PAGE 2
ATTACHMENT 4 -LIST OF PREVIOUSLY FUNDED PROJECTS	ATTACHMENT 4 - PAGE 1
ATTACHMENT 5 - ADOPTED FEDERAL, STATE, REGIONAL OR LOCAL PLANS	ATTACHMENT 5 - PAGE 1

Attached Companion Document:

Emission and Cost Effectiveness Calculation **Methodologies &** Standard
Assumptions By Project Type

1. INTRODUCTION

Assembly Bill 2766 was passed by the California State Legislature and signed into law by the Governor in 1990 and is now part of the California Health and Safety Code, Sections 44220 - 44247. This allows a motor vehicle registration surcharge fee to be added to each registration in any district which requests the Department of Motor Vehicles (DMV) to institute the fee. The statute allows for an initial fee of \$2.00 per motor vehicle- registration in 1991 with an increase to \$4.00 per vehicle in 1992 or later. There is no expiration date for this measure..

AB 2766 authorizes air pollution control districts to use these registration surcharge fees to fund projects which reduce air pollution from motor vehicles, and for related planning, monitoring, enforcement and technical studies that implement the California Clean Air Act of 1988 (CCAA).

On December 19, 1990, the District Board of Directors adopted the original AB 2766 program and requested that the California DMV collect a \$2.60 fee per motor vehicle registration. DMV began to collect the fee in April 1991. In May 1991, the District Board of Directors approved an increase in the amount of AB 2766 funds collected to \$4.00 per vehicle.

The District initiated the AB 2766 program in FY 1991-92. A two prong allocation program was designed to fund District activities and non-District programs that reduced motor vehicle emissions. The non-District portion of the annual revenue allocation was called the DMV Registration Surcharge Fee Grant Program, and in the first two years, allocations were over \$1.5 million. In June 1992 the FY 1993-94 non-District grant program was revised and renamed the AB 2766 Motor Vehicle Emissions Reduction Grant Program (AB 2766). In the first seven fiscal years, the District Board has allocated over \$8.30 million to 158 non-District projects designed to reduce emissions from motor vehicles.

There were over 478,000 vehicles registered in the Tri-County area during calendar year 1997. AB 2766 revenues of approximately \$1.9 million are expected to be generated annually by the \$4.00 fee in the North Central Coast Air Basin. The actual revenue received is directly related to the number of motor vehicles registered within the District in any given year and may be somewhat more or less than the projected revenue forecast for each funding period.

The following describes the Program as adopted by the District Board on February 18, 1998 for FY 1998-99. This packet includes guidance for completing an application for funding, selection criteria, notification process and grant implementation responsibilities for successful grant award- recipients.

2. REQUIREMENTS OF THE AB 2766 PROGRAM

Assembly Bill 2766 authorizes air pollution control districts to impose a motor vehicle registration fee to be used to reduce air pollution from motor vehicles and to use those fees for related planning, monitoring, enforcement and technical studies to implement the CCAA. Although the stated purpose of AB 2766 does not require the District to distribute any DMV Fees to outside agencies, the District Board of Directors has determined that some revenues collected may be used to fund programs by non-District public agencies. The District program is adopted or reaffirmed by resolution annually.

3. DISTRICT PROGRAM CRITERIA

The District's legal mandate is to fund programs which help achieve District air quality goals. The District Board of Directors periodically reviews criteria for program selection to determine the best method to meet this mandate. The District Board adopted FY 1998-99 program criteria on February 18, 1998, and these will be the basis for making funding decisions. Adopted criteria are shown in Attachment 1B.

4. FUND DETERMINATION

I.

Between March and June of each fiscal year, the District determines the level of funding available for AB 2766 programs and grants in the coming fiscal year. This amount will be projected based on the total expected revenue from motor vehicle registrations during the current fiscal year, level of expenditure for approved programs in the current fiscal year, any fund balance anticipated for the end of the current fiscal year, and funds projected to be available for the next fiscal year.

5. FUND DISTRIBUTION

The District Board of Directors annually determines how funds for the next fiscal year will be expended in conjunction with the annual budget approval process for the agency. Changes to this distribution may be made at any time by adoption of a resolution by the District Board of Directors. Such changes could occur if a grant were rejected by an agency, additional funds become available above estimates, a grantee returns some of the grant award, or for any other reason which is concomitant with State law or regulation, or District rules or adopted policy and goals.

6. USE OF FUNDS BY DISTRICT PROGRAMS

The District may use AB 2766 revenues to support programs conducted by the District that meet the requirements of Assembly Bill 2766, as codified in the California Health and Safety Code Sections 44220 - 44247. How the District uses AB 2766 revenues is reviewed by the District Board at a public hearing. The amount of AB 2766 funds to be used for District programs and the nature of those programs are solely within the discretion of the Board of Directors. Historically, the District Board of Directors has used approximately 45 percent of AB 2766 funds for District programs and allocated the balance to non-District programs. Both the grant and in-house portions of this program are part of an integrated regulatory effort to reduce emissions from motor vehicles and to implement related provisions of the California Clean Air Act.

7. USE OF FUNDS BY NON-DISTRICT PROGRAMS

The District may use AB 2766 revenues to support programs conducted by non-District agencies that meet the requirements of Assembly Bill 2766. Determination of AB 2766 revenues to fund non-District programs is reviewed by the District Board at a public hearing during the annual budget review process or at other times designated by the Board. A separate process for receiving, reviewing and awarding grants to non-District programs has been established by the District. This process is designed to fairly evaluate each grant application to determine its compliance with adopted selection criteria. The process will ultimately lead to grant awards of AB 2766 funds by the District Board to non-District programs.

A. Application Process-Non District Programs

Application packets for non-District programs are distributed to prospective applicants during late February. A eight (8) week application period is provided for applicants to prepare their requests and return them to the District for processing.

All applications received will be reviewed for completeness within 10 working days by District staff. Incomplete applications will be returned. Returned applications may be resubmitted, but resubmitted applications must be received by the application deadline.

All grant applications must be complete and provided to the District no later than 4:00 p.m. April 27, 1998.

B. Application Guidelines-Non-District Programs

All applications submitted for funding consideration must contain certain specific information to be considered complete. Forms are supplied with this application packet to assist applicants. Primary information is requested on Attachments 1, 1 A, 1B, 1C & 1D. These forms request the following information:

1). Project Description: A project narrative, with enough information to quantify the scope and benefit of the project must be provided and labeled as Attachment 1A. The description must also identify how the project relates to the Assembly Bill 2766 statutory requirements to reduce air pollution from motor vehicles.

2). Project Timing & Costs: A project schedule shall be included to show when a project is scheduled to start and conclude, showing the expenditure of requested funds during that time frame by calendar quarter, and how the applicant will provide data to the District indicating program outcome. Project costs shall include any capital expenses, maintenance or material costs and personnel/indirect costs. The applicant shall identify the specific funding source (other than the AB 2766 funds) which will be used to cover administrative costs for the project. Previous grant funding for the project must be shown. This information is summarized on Attachment 1.

Note that all funding must be expended within 2 years of Board approval or be returned to the Board for further discussion and possible extension or modification of grant terms.

3). Monitoring Program: A description shall be included of how grantee will monitor the program to determine emission savings, how many people may directly benefit and whether reports provided to the District will be monthly or quarterly.

4). Contact Person(s): Name and title of those individuals who will be responsible for grant completion and billings, should the application be accepted for funding, must be included.

5). Emission Reductions: Applicants are asked to complete a worksheet (Attachment 1C) that shows emission reduction calculations. Applicants are provided the AB 2766 Emissions Reduction Methodology document (and computer software upon request) to assist in making these calculations. Emission savings for reactive organic gases (ROG), nitrogen oxides (NO_x) and particulate matter smaller than 10 microns (PM₁₀) must be calculated. Applicants must show all assumptions, calculations and emission savings by pollutant (see Attachment 1C).

- 6) . Cost Effectiveness: Cost effectiveness is based on a simple division of total project costs divided by total emissions savings over the project's useful life. This calculation should be provided as part of the emission calculations worksheet.

In addition to specific informational requirements, a completed application must also meet the following four additional requirements.

1. No application should exceed 10 pages, including a). Cover letter, b). Project Summary Description (Attachment 1), c). Project Description /Attachment 1A), d). Criteria Checkoff (Attachment 1B), e). Emissions Worksheet (Attachment 1C) and f). Scoring Sheet (Attachment 1D). Applications that do not include this basic information will be rejected. Other related attachments, such as maps and pictures, may also be included within the maximum- 10 pages per application.
2. All information should be on pages no larger than standard letter size paper (8 5 x 11 inches).
3. One photo-ready COPY of each application must be submitted. Applicants may wish to submit a pre-application for review, and once approved by the District, submit a final application.
4. Requested allocation must be \$200,000 or less from District funds.
5. Project must provide emission reductions within 5 years from date of grant award.

C. Application Review For Non-District Programs

All applications received by the District will be reviewed within 10 working days of receipt. Application review is made to assure the project is responsive to:

- 1). Motor Vehicle Emissions Reduction Program (AB 2766) and District administrative requirements.
- 2). District Board criteria for project selection.
- 3). Application guidelines for non-District programs, including application completeness for the specific project type.

Any application found to be incomplete or non-responsive will be returned with a letter explaining the application's shortcomings. Applications may be resubmitted in a completed form but must be received by the District prior to the application deadline. Applications received within 10 calendar days or less of the final deadline for submittal will not be returned for revision and resubmission. Applications provided during the final 10 day period must have all copies provided at that time.

D. Project Selection **Process**

Applications will be evaluated against District Board criteria. Those found complete will be further evaluated by District staff and scored based on Board approved scoring parameters. During May and June 1998, District staff may hold workshops to discuss District evaluation of applications and relevant scoring of each. In August, all applications found complete will be made available to the District Board along with a District staff report, staff recommendation for funding and project scoring. Project selection is scheduled to occur on August 19 1998.

No late or incomplete applications will be forwarded to the District Board. The Board of Directors maintains complete discretion, consistent with law, regulation and rules, concerning awards of grants pursuant to the AB 2766 program and will determine the final list of projects to be funded. Those project applications not funded will be retained by the District to serve as a pool of applications from which other projects may be chosen during the fiscal year.

E. Grant Notification To Non-District Grant Recipients

All grant recipients (Grantees) will be notified in writing of their award within 30 days of District Board action. All other applicants will be notified of the grant awards made within 45 days of the District Board action.

F. Grant Award Responsibilities of Grantees

All Grantees must complete and sign a Grant Acceptance Agreement (as provided to the Grantee upon notification of award) by February 28, 1999. Failure to negotiate a grant agreement during this time period may void the grant award. The amount of the unfunded award will be available for the District Board to reprogram at its discretion.

The Grant Acceptance Agreement details agreements between the Grantee and the District, outlines the responsibilities of both, designates a contact staff person and provides a commitment to funding (District) and program completion (Grantee). The Grant Acceptance Agreement is signed by the Air Pollution Control Officer, or designated representative, and a responsible party from the Grantee's public agency or public agency sponsor.

All grant recipients will be required to submit billings and an annual report summarizing expenditures and achievements on a schedule and in a form to be established by the District. Funding will only be provided on a reimbursable basis, unless the Grantee can show an overriding consideration that requires advance funding. Advance funding **must** be specifically requested in the Grant Acceptance Agreement. Billing and report frequency will depend on the type and scope of the project.

Funds will be provided to grant recipients on a fund balance available basis. Submissions received by the District first, within the time line provided in the Grant Acceptance Agreement, will be paid first. In all cases, District payment will be within 60 days of bill receipt by the District as the AB 2766 fund balance allows. Payment will be made as quickly as possible within the funds available.

The District may retain an amount equal to 10 percent of the final billing-amount, as agreed to in the Grant Acceptance Agreement, until a final report is submitted and approved by the District.

The Grantee may, upon written request of the Air Pollution Control Officer, be required to provide a presentation of program results before the District Board of Directors after/or concurrent with the final report acceptance by the District.

8. EQUAL EMPLOYMENT OPPORTUNITY GUIDELINES

All programs funded with AB 2766 funds must conform to the Equal Employment Opportunity Guidelines established by the District. Failure to follow these guidelines may result in-grant termination at the discretion of the District. The current guidelines are available from the District upon request.

ATTACHMENTS

Grant Application For County of Santa Cruz, six (6) CNG Vehicles
(Agency Name & Project Title)

H. Other Match Funding Sources:

	<u>Funding Source</u>	<u>Amount</u>	<u>S</u>	<u>U</u>	<u>P</u>
1.	_____	\$ _____	_____	_____	_____
2.	_____	\$ _____	_____	_____	_____
3.	_____	\$ _____	_____	_____	_____

S = Secured funds: Available by September 1, 1998 or guaranteed within FY1998-1999.

U = Unsecured funds: To be applied for and availability unsure.

P = Previous AB 2766 funding

I. Monitoring Program:

1. Type of Program (ie: survey, count data, records): fueling records
2. Frequency of Data Collection: monthly
3. Reporting Frequency (ie: monthly, quarterly, annually): annually
4. Anticipated Number of Units Reported (ie: number of cars reduced, VMT reduced, number of people served): _____

J. Contact Person:

a. Program

Name: Roy Holmberg
Telephone: (408) 454-2202
Fax: (408) 454-2710

b. Billing

Name: _____
Telephone: _____
Fax: _____

K. Emissions and Cost Effectiveness Calculations: (Record Attachment 1C Calculated Results Here)

	<u>ROG</u>	<u>NO_x</u>	<u>PM₁₀</u>	<u>Total</u>
Total Calculated Emissions (Tons Per Useful Life)	<u>.14</u>	<u>.13</u>	_____	<u>.27</u>
<u>\$133,333</u> (Cost Effectiveness)	=	<u>\$ 36,000</u> (Project Total Costs)	divided by	<u>.27</u> (Useful Life Emissions Total) tons

ATTACHMENT 1A - PROJECT NARRATIVE
FY 1998-99 AB 2766 MOTOR VEHICLE EMISSIONS REDUCTION PROGRAM

Project Title (6) CNG Vehicles Agency County of Santa Cruz

Provide a project narrative. Label all project narrative pages as Attachment 1A

SEE ATTACHED PROJECT NARRATIVE.

COUNTY OF SANTA CRUZ SIX (6) CNG VEHICLES

Work is nearing completion on two natural gas fueling sites funded by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) through an application submitted by the Natural Gas Fueling Coalition of Santa Cruz County. One of these sites is located in the City of Watsonville and the other is located at the County of Santa Cruz Government Center. The County currently has twenty-eight (28) Compressed Natural Gas (CNG) vehicles which were converted using after market kits funded jointly by the Air District and PG&E.

The County of Santa Cruz desires to increase its fleet of Compressed Natural Gas (CNG) vehicles and is particularly interested in obtaining dedicated vehicles rather than bi-fuel conversions. It is understood that the dedicated vehicles perform in a superior fashion to converted units and the County is very eager to pursue this option. The grant request is to cover the cost differential between conventional vehicles and dedicated CNG vehicles. The vehicles to be purchased are regular replacement vehicles in the County fleet and funds will be available for standard replacement costs but not the cost differential for the CNG equipment.

As these vehicles are depreciated they will be depreciated based on the replacement cost for the Compressed Natural Gas (CNG) vehicle which will allow replacement with additional dedicated CNG vehicles. This transition to dedicated CNG vehicles should greatly enhance our overall CNG program and is expected to significantly improve user acceptance of our program

RH:ljr/gran0430

Application For County of Santa Cruz, (6) CNG Vehicles
(Agency Name & Project Title)

Selection Criteria --Tier II

-Projects that have answered yes to all Tier I criteria or been defined as a demonstration project may then be evaluated at the Tier II level. Tier II requires that projects considered for rating at Tier III are part of a policy or program incorporated into the process community or regional program development as approved by a public agency. Tier II also publishes minimum qualifying information that must be provided to allow assessment of project emission and congestion reduction benefits while assuring that projects, if funded, will accomplish the goals as set out in the application for the project's useful life. Check each that applies:

- | | |
|---|---|
| 1. Project proposal is consistent with a comprehensive, targeted program to either reduce overall mobile source emissions or reduce the use of the single occupant vehicle as included in, or consistent with, adopted state, regional or local plans. -Project proposal must be consistent with the policy direction of the relevant plan if that plan does not go into a sufficient level of detail that specifically lists the proposed project. (See Attachment 1). | X |
| 2. -Project proposal must provide a level of information and definition of assumptions adequate to permit District staff to assess mobile source emission reductions for ROG, NO, and PM, (including entrained dust). Information may include, but is not limited to, definition of vehicles miles travelled, trips reduced, average speeds for each part of the trip, number of trips on a daily basis, number of days of use per year, fuel type used for trip, number of people served, and other information that may be pertinent to a particular type of project. For alternative fuels, a definition of engine type, vehicle odometer reading and engine group should be included. | X |
| 3. Project proposals for retrofits, replacement of equipment and purchase of new equipment must meet or exceed approved California Air Resource Board standards for engines and vehicle classes in the target year (average year of project useful life) of the proposed project. | X |
| 4. Project proposal does not include any funds for preparation of application, preliminary work related to obtaining a grant or for project administration if awarded a grant. | X |

Application For County of Santa Cruz, (6) CNG Vehicles

(Agency Name & Project Title)

Selection Criteria - Tier II

Projects that have answered yes to all Tier I criteria or been defined as a demonstration project may then be evaluated at the Tier II level. Tier II requires that projects considered for rating at Tier III are part of a policy or program incorporated into the process of community or regional program development as approved by a public agency. Tier II also requires minimum qualifying information that must be provided to allow assessment of emission and congestion reduction benefits while assuring that projects, if funded, will accomplish the goals as set out in the application for the project's useful life. Check each that

1. Project proposal is consistent with a comprehensive, targeted program to either reduce overall mobile source emissions or reduce the use of the single occupant vehicle as included in, or consistent with, adopted state, regional or local plans. -Project proposal must be consistent with the policy direction of the relevant plan if that plan does not go into a sufficient level of detail that specifically lists the proposed project. (See Attachment 1).

X

2. Project proposal must provide a level of information and definition of assumptions adequate to permit District staff to assess mobile source emission reductions for ROG, NO, and PM, (including entrained dust). Information may include, but is not limited to, definition of vehicles miles travelled, trips reduced, average speeds for each part of the trip, number of trips on a daily basis, number of days of use per year, fuel type used for trip, number of people served, and other information that may be pertinent to a particular type of project. For alternative fuels, a definition of engine type, vehicle odometer reading and engine group should be included.

X

3. Project proposals for retrofits, replacement of equipment and purchase of new equipment must meet or exceed approved California Air Resource Board standards for engines and vehicle classes in the target year (average year of project useful life) of the proposed project.

X

Project proposal does not include any funds for preparation of application, preliminary work related to obtaining a grant or for project administration if awarded a grant.

X

Grant Application For County of Santa Cruz, (6) CNG Vehicles
(Agency Name & Project Title)

- X 5. Project proposal clearly indicates all contributors to the project, and funds have been affirmed by a formal action of a policy, board with the authority to commit those funds.
- X 6. Project applicant has submitted a written commitment and shown to have the ability to maintain the funded project for the stated useful life.

C. List of Program Documents where project is supported:

<u>Document Title</u>	<u>Publication Date</u>	<u>Page(s) Where Cited</u>
<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>

Note: Meeting Criteria requirements does not guarantee funding for those projects that have previously received an AB 2766 Motor Vehicle Emissions Reduction Program allocation or for projects designed to request multiple funding cycle allocations. Allocation decisions are the sole responsibility of the Board of Directors who use these criteria as guidance when granting awards.

ATTACHMENT 1C- EMISSIONS REDUCTION WORKSHEET
F-Y 1998-99 AB 2766 MOTOR VEHICLE EMISSIONS REDUCTION PROGRAM

Project Title (6) CNG Vehicles Agency County of Santa Cruz

Use this worksheet to provide emissions reduction calculations and assumptions used to calculate reductions of RCG, NO, and PM₁₀.

I - Final Emission Reduction Results:

a	Useful Life (in years)	<u>10</u>	
b:	VMT & Trips Saved Over Useful Life:	<u> </u>	<u> </u>
		(VMT)	(Trips)
c.	Year Emission Savings Start:		<u>1999</u>
d.	Emission Savings (tons):	R O G <u>.14</u>	
		NO _x <u>.13</u>	
		PM ₁₀ <u> </u>	
		Total <u>.27</u>	
e.	Methodology Used	<u>Section 3, Calc. Worksheet</u>	
		<small>(Cite Section Of Emissions Calculation Document Or As Proposed Methodology)</small>	

II. Assumptions: 10 year life, 10,000 miles per year.

III. Calculations: See attached spreadsheet.

IV. Cost Effectiveness:

On Grant Request Amount: \$ 36,000 (Divided By) .27 = \$ 133,333
(Grant Request Dollars) (Savings In Tons) (CE)

On Total Project Costs: \$ 36,000 (Divided By) .27 = \$
(Total Project Cost Dollars) (Savings In Tons) (CE)

Use Additional Blank Worksheet Pages As Needed. Label Each In Order of Presentation)

ATTACHMENT 1D - DISTRICT SCORING PARAMETERS
FY1998-99 AB 2766 MOTOR VEHICLE EMISSIONS REDUCTION PROGRAM

Project Title (6) CNG Vehicles Agency County of Santa Cruz

Tier III - Project Scoring
 (Total Maximum Score Is 100 Points)

Projects that **have** passed the minimum qualifications-test of Tier I and Tier II **and** provide a complete Attachment 1C worksheet can be rated on a points basis in Tier III. Point assignment levels include:

Point Score

1. Cost of reducing emissions in tons of pollutants over the useful life:

\$ 1 -	\$ 2,000	50
\$ 2,001 -	\$ 3,500	30
\$ 3,501 -	\$10,000	20
\$10,001 -	\$15,000	16
\$15,001 -	520,000	0
\$20,001 -	Greater	0

2. Project reduces annual Vehicle Miles Travelled By:

1,000,000	Or More	10
500,001	1,000,000	8
250,001	~00,000	6
100,001	250,000	2
50,001	100,000	0
1	50,000	0

3. Is project a Transportation Control Measure (TCM) in ¹⁹⁹⁷~~1994~~ AQMP:

Yes		20
No		0

4. Grant Request is percent of total project costs:

0% -	10%	20
11% -	20%	15
21% -	35%	8
36% -	50%	2
51% -	Or More	0

CHECK HERE IF DEMONSTRATION PROJECT - DO NOT SCORE CATEGORIES

