TRAVEL ACTIVITY DATA MANUAL FOR GRANT APPLICANTS

FY 2010-2011

AB2766 GRANT PROGRAM

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I. INTRODUCTION

This manual provides applicants for the District AB2766 grant program with instructions regarding data needed to quantify emissions reductions for their proposed projects. Although District staff performs the calculations to estimate emissions reductions, data must usually be provided by applicants. Although most projects require data on vehicle travel, some projects will require data on fuel consumption, engine specifications, or bike use.

AB2766 grants must directly reduce or enable the reduction of pollutant emissions generated by the use of motor vehicles. Motor vehicles are defined to including self-propelled wheeled equipment, including off-road equipment. The emissions to be reduced include greenhouse gases (CO_2, CH_4, and N_20) and ozone precursor pollutants: NOx, ROG, and PM10. Grant awards for direct emissions-reducing projects are based on the calculated cost-effectiveness of the grant in dollars per ton of weighted emission reductions over the life of the project.

Grants are only awarded up to $40,000 per ton of ozone precursor emissions reduced over the life of the project. The tons in reduced ozone precursor pollutants --ROG, NO_x and PM_{10} are then weighted, with PM_{10} multiplied by 20. The more of these reductions, especially of PM10, that the project can be expected to produce, the greater the amount of funding that can be awarded to the project.

Ozone precursor emissions can be reduced in a variety of ways, including:

1. Reducing use of motor vehicles by:
    a. Increasing use of high occupancy vehicles, such as carpools or vanpools
    b. Increasing use of transit, or school buses
    c. Increasing use of passenger and freight rail systems
    d. Increasing use of walking, bike, e-bikes for travel to work
    e. Increasing telecommuting
    f. Increasing use of delivery vehicles vs. travel to retail stores
    g. Relocating trip attractions and productions closer to each other
2. If the emissions reduced would be surplus to existing regulations:
    a. Replacing existing vehicle engines with EVs, Plug-in hybrids, or hybrids
    b. Retrofitting existing vehicle engines with emission control devices
    c. Increasing vehicular use of cleaner fuels such as biodiesel or natural gas

Greenhouse gas emissions are also reduced by the types of projects listed above and will be separately estimated by District staff. Greenhouse gas reductions are *NOT* included in the C/E for project selection, nor used in point scoring or to set award limits. However, estimated amounts of greenhouse gas reductions are provided to the District Board for their use in making grant awards.

II. PROJECTS FOR WHICH ACTIVITY DATA ARE NOT REQUIRED

When there self evident certainty that a project would reduce motor vehicle emissions within five Yrs., but no travel activity or other data are available to estimate the reduction amount, the grant applications need not contain any travel activity data. Projects of this type include:

1. **DEMONSTRATION: –**Projects which demonstrate facilities, equipment, methods or procedures enabling motor vehicle emission reductions.

2. **EDUCATION or POLICY –** Projects that educate, inform the public, or propose policies or regulations for adoption by jurisdictions or agencies that enable motor vehicle emissions reductions.

3. **FUELING INFRASTRUCTURE –** Projects which would increase the use of electricity, CNG/ LNG or biodiesel in motor vehicles, and thus enable motor vehicle emission reductions.

Before applying for funding for a demonstration, education/policy, or fueling infrastructure project, you must request District staff to confirm that your project would qualify for one or more of the above three descriptions, before submitting the application. Should District staff determine that travel data do exist for your project, it must be provided with the application. Table 1, below, lists some representative projects which were qualified as one of the above types, and received AB2766 grant awards without travel activity data in the application.

TABLE 1. PROJECTS FUNDED WITHOUT ACTIVITY DATA

GRANTEE	PROJECT DESCRIPTION	AB2766 AWARD
AMBAG	ITS Education/ Marketing	$32,500
AMBAG	Commute Alternatives Rewards Program	$25,000
AMBAG	Land Use Development Tracking for Transportation	$20,000
CITY OF CAPITOLA	Traffic Busters in Schools	$50,000
CITY OF MARINA	Marina Transit Center Design Improvements	$80,000
CITY OF MARINA	Ped/ Bike Facilities Impvmt. Study	$50,000
CITY OF MONTEREY	Mini-Lube for CNG Fueling Station (CARS)	$25,000
CITY OF PACIFIC GROVE	On Line Permit and Fee Collection	$13,707
CITY OF SALINAS	Salinas Central City Shuttle Demonstration	$50,000
CITY OF SAND CITY	Sand Dollar Electric Bus Shuttle – II	$25,000
CITY OF SANTA CRUZ	Informal Rideshare Demonstration	$15,625
CITY OF WATSONVILLE	Going Places, Making Choices	$30,000
CITY OF WATSONVILLE	Park and Ride Development Study	$25,000
CITY OF WATSONVILLE	Vamonos/ Let's Go! Program	$71,103
COUNCIL OF S. BENITO CO. GOVTS.	Alternative Transp. and Rideshare Promotion	$5,000

COUNCIL OF S. BENITO CO. GOVTS.	Backup CNG Fueling Facility	$65,000
MONTEREY COUNTY	Land Map Records Internet Access	$7,880
MONTEREY COUNTY	S. Mo. Co. Bus Service Demo - Year 3	$122,713
MPUSD	CNG Fueling Station.	$168,000
MPUSD	CNG Fueling Station –II	$200,000
MST	S. Mo. Co. Bus Service Demo - Year 2	$175,000
MST	Monterey Peninsula Service Analysis	$65,000
MST	Upgrade Monterey CNG Fueling Station	$115,300
MST	Prel. design/ engineering of CNG Fueling Station	$84,700
MST	Ryan Ranch CNG station improvements	$126,400
MST	Clean Air Refueling Station (CARS) Improvements	$100,000
MST- SCMTD	BRT Study –II	$40,000
MST- SCMTD	Web-Based Transit Service Improvements	$75,000
MST- SCMTD	Monterey Bay Bus Rapid Transit Study	$80,000
SANTA CRUZ COUNTY	Ocean Street CNG Station Upgrade	$30,000
SCMTD	CNG Fueling Station Design and Construction	$100,000
SCMTD	CNG Fueling Station	$200,000
TAM	Videoconference Installation	$73,602
UCSC	CNG Fueling Station Design / Construction	$60,000
UCSC	CNG Fueling Station, Phase III	$75,000
W. VALLEY COMM. COLL.	Monterey Bay Regional Green School Bus Project	$15,000

III. ACTIVITY DATA AND PROJECT SELECTION

Use of travel data for scoring. Except for the demonstration, education/ policy or fueling infrastructure projects qualified by District staff, all project applications should provide activity data. The data is used to quantify emissions reductions, calculate cost-effectiveness, and score project applications. The scoring system awards a maximum of 100 point. For details, see the forms and instructions in the grant application packet. To score applications, activity data are needed. If no default values are available and the applicant fails to submit activity data, the application may be identified as having "insufficient data to evaluate". Such projects are seldom recommended for funding by the Board. If the applicant fails to submit the required activity data, but default values are available and acceptable, District staff may score the application using default values. Two scoring criteria require activity data:

1. Cost-effectiveness (C/E). C/E is worth a maximum of 60 points. C/E is defined as the grant request divided by the total weighted tons of emissions reduced over the project life. To calculate reductions and C/E, the following kinds of data are needed:

1. **Expected project life in Yrs.**
2. **For emissions reduced by changes in vehicle use:**

   a. Reduction in annual vehicle trips
   b. Reduction in annual vehicle miles traveled
3. **For emission reduced by cleaner engines:**
   a. Emission data for engines, base and project
   b. Engine use in miles, hours or gallons
4. **For emissions reduced by cleaner fuel:**
   a. Emissions data for fuel, base and project
   b. Usage data for engines

Diesel exhaust particulate emissions are designated by the State of California as a toxic air contaminant, and have been found to be 70% of all toxic air contaminants in California air. To account for the greater health benefit of reducing this pollutant, compared to the other two ozone precursors, diesel tailpipe PM_{10} emissions are weighted by a factor of 20X in the C/E calculation.

For project greenhouse gas reductions, District staff CO_2, CH_4, and S_2O tailpipe emissions. Staff will use the travel activity data to calculate CO2e reductions and include this in the factors considered during project selection. However, GHG reductions are NOT used in the C/E calculation. Table 2 lists typical project types ranked in order of tons reduced and hence potential grant award at the limit of $40,000 per weighted ton over the project life.

TABLE 2. TONS OF PRECURSOR EMISSIONS REDUCED FY-2005-2008*

Project Type	Weighted Tons of Ozone Precursor Pollutant Reductions				
	FY 2005	FY 2006	FY 2007	FY 2008	Average FY 2005 – 2008
Diesel Engine	18.79	8.43	18.32	4.66	14.03
Park and Ride Lot	11.21				11.21
Livable Community Relocation		14.20	6.11		10.16
Fueling Infrastructure	6.65	0.00	4.12	1.10	4.99
CNG Vehicle	5.30	4.09	7.20	0.09	4.78
Signal Coordination		3.43	4.81	0.97	4.06
Electric Vehicle	0.02	9.90	0.33	0.13	3.83
Bike Infrastructure	3.11	2.59	1.24	2.53	2.28
Trip Reduction	7.16	0.62	0.08		2.05
Vanpool	1.94	1.66	1.79	2.25	1.99
Transit Service, Other		0.19		5.06	1.82
Telecommute			0.00	2.17	1.45
Bus Service	0.19		0.69		0.46

*** Note to Table 1:** Projects that reduce PM emissions, because of the 20X weight, get high emissions reductions. However, only diesel engine projects that are also transit projects (Buses and School Buses) also get points for TCM implementation.

For details on the methods used by District staff to calculate emission reductions used in point scoring, see the Air Resources Board, *Methods to Find the Cost-effectiveness of Air Quality Projects for CMAQ and Motor Vehicle Fee projects*. This document is available for download from the California Air Resources Board (ARB) website: www.arb.ca.gov/planning/tsaq/eval.htm

2. Vehicle miles traveled (VMT). VMT reductions due to the project, as calculated by District staff, are worth 10 points. This measure relies on travel activity data provided by the applicant.

Use of activity data to establish maximum award. Another use of activity data is to calculate the maximum grant award. Eligible AB2766 grant awards are defined as the lesser of:

1. $200,000 per project, or
2. $40,000 per ton of weighted ozone precursor emissions reduced over the project life.

Thus, a project which reduces emissions by three tons could be recommended for an award up to (3 * $40,000=) $120,000.

Adjustments for local conditions. District staff makes adjustments to the procedures based on local data. Consequently, you should carefully review the methods and procedures actually applied by District staff to your application when you receive it. The calculated emissions and VMT reductions expected from an applicant project (based on data provided in the application or default values if available) will be mailed to each applicant on July 16, 2010.

Applicants should report back to David Fairchild at the District if they find any errors or omissions in their calculation worksheets, no later than July 23, 2010.

The following section describes twelve typical project types eligible for funding and the data requirements for each. Unless otherwise noted, all twelve project types are eligible for the 10 points scored for implementing one of the transportation control measures listed in the adopted 2008 District Air Quality Management Plan.

IV. DESCRIPTION OF TWELVE TYPICAL PROJECT TYPES

1. **PARK-AND-RIDE LOTS FOR VANPOOL / CARPOOLS**. Projects to design, engineer, prepare environmental review and construct new park and ride or transit lots, if located to intercept vehicles prior to longer trips from home to work.

2. **DIESEL ENGINE PROJECTS.** Projects to fund incremental costs of new equipment, repowers, or retrofits of diesel- powered vehicular equipment. Projects must be surplus to any applicable regulations, law or enforceable agreements (e.g. a mitigation agreement under CEQA). Projects are eligible only when the project would not qualify for grant funding under the other District grants programs, with one exception: projects that qualify for funding under the District's School Bus Replacement and Retrofit Programs may be funded. Baseline equipment engines must be self-propelled, and have at least 25 BHP diesel engines. Unless a transit or school bus project, *NOT* eligible for TCM points in the AB2766 scoring system. Projects can include:

   - ❑ Purchase of a verified diesel oxidation catalyst (DOC) or diesel particulate (DPF) and its installation and use on a diesel powered motor vehicle;
   - ❑ Purchase of new replacement diesel powered equipment having 25% lower NO_x emissions than the old equipment. The replaced equipment must be made inoperable;
   - ❑ Repowering of diesel equipment with an engine having 25% lower NO_x emissions. For this type of project, the old engine block must be destroyed or made inoperable.

3. **LIVABLE COMMUNITY PROJECTS.** Projects that relocate land uses closer together, or improve accessibility for alternative travel modes, so that vehicle trips and miles traveled are reduced.

4. **SIGNAL COORDINATION.** Projects to coordinate two or more existing traffic signals along congested arterial streets or roads, or to replace signals with Roundabouts, provided the project would increase peak period average speeds. Require prior conditions to be highly congested (LOS E or worse for several hours a day). Transit preemption projects for signals are also eligible. Project lifetimes are limited to five Yrs., or three Yrs. if re-timing is not performed at year two.

5. **BICYCLE FACILITIES.** Funding for the design, engineering, environmental review and construction of bikeways meeting Caltrans' Class I or Class II standards. Class III signed bike routes are not eligible. Emissions reductions using school enrollment and parked bike counts at schools may be used, as well as daily vehicle traffic volumes (AADT) on adjacent streets. AADT may be adjusted by identified land uses nearby. Activity data include bike travel counted before and after project implementation.

6. **VANPOOLS.** Capital and operating costs of vans for new vanpool or shuttle service. Emissions reductions are greatest for vanpools with long routes and large passenger loads. School, work, shopping, recreation or tourist travel or combinations of these may be served. Combining this with a cleaner vehicle provides additional emissions reductions. Activity data

include the trips and VMT before and expected after project implementation.

7. **ELECTRIC VEHICLES**. Projects to purchase and operate EVs, hybrids, or plug in hybrid vehicles or bikes will reduce vehicle fuel consumption and thus emissions. Emission reductions obtained will depend on the size, number of passengers and amount of fuel use replaced by the purchased vehicle. Pure battery, gasoline/ battery hybrids, CNG or LNG /battery hybrids or LNG turbine/ battery type hybrids are eligible. Activity data include the trips and VMT before and expected after project implementation. For hybrids, emissions reductions are estimated using the ratio of project vehicle MPG to replaced vehicle MPG.

8. **ELECTRIFICATION, ALTERNATIVE FUELS AND BIOFUELS.** These projects fund capital and/or operating cost of fueling station equipment and services. This type of project is most likely to reduce emissions if the fuel being replaced is diesel, due to the high PM10 emissions of diesel. At present, available fuels known to reduce ozone precursor pollutants include CNG/ LNG, biodiesel and electrification. Only if fleet size and usage are known can the emissions reductions be quantified. Activity data include fuel throughput of the project, or VMT and trips of gasoline/diesel powered vehicles that would be replaced in the case of electrification and CNG/LNG projects.

9. **VEHICLE TRIP REDUCTION PROGRAMS**. These projects reduce emissions by decreasing the use of motor fuels for transportation. The projects can include anything that decreases vehicle fuel use, such as ridesharing, vanpool formation, transit ridership, bicycles, walking or telecommuting. Activity data include the trips and VMT before and expected after project implementation.

10. **ALTERNATIVE FUEL VEHICLES.** Projects to replace conventional fuel vehicles with natural gas (CNG/LNG) vehicles. Includes projects are to purchase replacement CNG, LNG, dual- or bi- fuel vehicles, or vehicles powered by hybrids using natural gas. Activity data include the trips and VMT before and expected after project implementation. Seldom cost-effective unless to replace larger, high annual mileage diesel vehicles

11. **TELECOMMUTE AND COMMUNICATIONS.** These projects are to install and operate telecommunication or internet based equipment or services to reduce vehicle travel. For example, providing a website permit application to reduce counter visits, or offering employees telecommuting. Activity data include trips and VMT before and expected after project implementation.

12. **BUS SERVICE IMPROVEMENTS**. These projects include improvements to bus or school bus transit routes or services which would induce new ridership. Activity data include the ridership before and expected after project implementation. Can be combined with other project types (#2, #7 or #10) to increase the project's emissions reductions and hence score and grant award.

VI. SUBMITTING ACTIVITY DATA IN YOUR APPLICATION

Travel activity data for the above twelve project types can be entered into Table 3, printed, and included in your application. Table 3 is also available as an Excel spreadsheet, available on the District website as Table3.zip. Expand that zipfile to get the Excel version. The website address for this file is:

http://www.mbuapcd.org/index.php?option=com_content&view=article&id=59&Itemid=45

Table 3 provides typical default values for each project type. If a cell is blank, specific data are required in the application. Fill in any blank cells for your project type, print and submit the table with your application. Since many other types of projects are eligible as well as projects which combination two or more of the listed types, this spreadsheet may not fit your proposed project. In such case, please call David Fairchild at (831) 647-9418 x234 for the appropriate travel activity data needed to estimate your project or program's emissions reductions.

If, after reading the application packet, you still have questions regarding travel activity data or any other aspect of this grant program, you may attend one of the three AB2766 grant application workshops listed below. Attendance at these workshops is optional, free and open to anyone. Reservations are NOT required. If you are unable to attend and need more help with your application, please call David Fairchild (647-9418 x234) for assistance, or email him at dfair@mbuapcd.org

Thursday, March 18, 2010

10 AM. - Noon at MBUAPCD offices, 24580 Silver Cloud Court, Monterey. Take Hwy. 68 east from Monterey to York Rd., turn left, take the first right onto Blue Larkspur Lane, then go two blocks and turn left onto Silver Cloud Court to the end of the block.

3 to 5 PM. - Watsonville Former City Council Chambers, 500 Main St., Watsonville. Take Hwy. 1 to Hwy. 129 east, then left (north) onto Main St., go two blocks to City Hall, 500 Main St.

Friday, March 19, 2010

10 AM. - Noon at the County Board of Supervisors Offices, 481 Fourth St., Hollister. From Hwy 101, take Hwy 156 East to Hollister, continue on Fourth St. to 481, in the second block before San Benito St., on the right side of Fourth St.

Remember: Final applications are ***DUE*** at District Offices:

4:00 PM, Wednesday June 16, 2010

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Table 3. Travel Activity Data Reports for AB2766 Applications

Instructions: Select the table for your project type; complete all blank cells.

revised: 2/23/10

1 Park and Ride Lots	Applicant to provide?	Unit	All Projects
Same as 6. Vanpool Measures, except:			
% Auto Access	if differs	%	90%
Parking Lot Occupancy	If available	%	75%
New Parking Space Supply	yes	Spaces	

2 *Diesel Engine Projects*	See Notes		On Road Project		
2a On-Road Diesel Vehicle	Applicant to provide?	Unit	Transit Bus	School Bus	Truck
Useful Life of Project	if differs	Yrs.	12	20	10
Year, Make, Model, Serial No., Baseline Engine	yes	See note 2			
NOx Emissions, Baseline Engine	if differs	g. / Bhp-Hr.			
Cost, Make, Model, Bhp of Project Engine	yes	data			
Certif. NOx Emissions, Project Engine	yes	g. / Bhp-Hr.			
Aver. Annual VMT or hours of use, Project Vehicle	yes	varies			
Pct. Use outside of Calif.	if differs	Pct/ Pct.	0	0	0

Note 1: Projects which qualify for Moyer grants are NOT eligible.

Note 2: Replaced engines must be scrapped. Also provide mileage of baseline vehicle

2b Off-Road Diesel Vehicle	See Notes: Applicant to provide?	Unit	Off Road Project: Agric. Veh.	Construction Veh.	Forklifts	Other (Specify)
Useful Life of Project (replace if differs)	if differs	Yrs.	7	9	10	
Year, Make, Model, Bhp, Serial No., Baseline Engine	yes	data				
Make, Model, Bhp of Project Engine	yes	data				
NOx, Baseline Engine , test data	yes	g. / Bhp-Hr.	<-Varies, contact District staff ->			
NOx certification, Project Engine	yes	g. / Bhp-Hr.	<- Varies, contact District staff -->			
Load factor for estimating hourly emissions		Pct.	65%	68%	50%	
Annual Usage of Project Vehicle	Yes	Miles				
Annual Veh. Operating Hours	Either	Hours				
Or: Baseline and project fuel consumption/ year	Or	Gallons				

Note 1: Projects which qualify for Moyer grants are NOT eligible.

Note 2: Replaced engines must be scrapped. Also provide mileage of baseline vehicle

3 Livable Community	Applicant to provide?	Unit	Project: residential	workplace	commercial	Other (specify)
Useful Life of Project	If differs	Yrs.	2000%	1000%	500%	
Current Vehicle Trips per year	yes	trips				
Current Average Vehicle Trip Length	yes	mi.				
After Project Vehicle Trips per year	yes	trips				
After Project Average Trip Length	yes	mi.				
Pct. of trips reduction attributable to project	yes, if differs	Pct.	100	100	100	100
Pct. of trip length reduction attributable to project	yes, if differs	Pct.	100	100	100	100

TABLE 3: TRAVEL ACTIVITY DATA REPORTS FOR AB2766 APPLICATIONS

4 *Signal Coordination*			Project					
	Before Conditions ->		**Non inter-connect / fixed time**	**Inter-connect / fixed time**	**Non-Inter-connect / actuated**	**Inter-connect; fixed / active mgmt.**	**Inter-connect / fixed**	**Non inter-connect / fixed time**
			After Conditions \/					
	Applicant to provide?	**Unit**	**Computer control**	**Computer control**	**Computer control**	**Computer control**	**Optim-ization**	**Optim-ization**
Signal Control Type, Before and After -- (See cols.)	yes							
Useful Life of Project	[Note 1]	Yrs.	3	3	3	3	3	3
Average Annual Days of Operation	if differs	Days	250	250	250	250	250	250
Length of Roadway Segment	yes	Miles						
Average Weekday Volume, all Approaches								
Total Weekday	yes	ADT						
Total for All Hours During Average LOS >= E	yes	ADT						
Average Peak Direction Speed When LOS >=E	yes	MPH						
Expected Pct. Speed Increase, Immediately After Project	No	%	25.0%	17.5 %	16.0 %	8.0 %	12.0 %	7.5 %
Emissions factors, using before / after project speeds	No	g. /trip; g./ mi.	< ----------ARB values used---------->					

Note 1. Useful life three Yrs. unless grantee commits to new optimization at year two, five Yrs. then allowed.

5 Bicycle Facilities	Applicant to provide? See Note 1	Unit	Class I Paths	Class II Lanes
Bikeway Class (Class III routes not eligible)	yes	class		
Project Length, one-way	yes	Miles		
Useful Life of Project	if differs	Yrs.	20	15
Average Annual Days of Operation	if differs	Days	200	200
Average Length, One-Way Vehicle Trip Replaced	See note [1]	Miles	3.0	3.0
AADT on Adjacent, Parallel Road	yes	AADT		

Class III not eligible

Note: AADT = Annual Average Daily Traffic. No additional emissions if over 30K AADT.

You must also complete 5b below for activity center credits for bicycle facility projects.

5a Bike Trip Capture Rates	Non-University Cities or Cities with Population > 250,000			Cities with Universities or With Population < 250,000		
AADT Class – See Note 2	1 mi. or less	1-2 mile	> 2 mile	1 mi. or less	1-2 mile	> 2 mile
AADT =< 12,000	0.19%	0.29 %	0.38%	1.04 %	1.55 %	2.07 %
AADT 12,000 – 24,000	0.14%	0.20 %	0.27%	0.73 %	1.09 %	1.45 %
AADT > 24,000, up to 30,000	0.10%	0.14 %	0.19%	0.52 %	0.78 %	1.04 %

[1] MBUAPCD uses a trip Length of 3.0 mi.

Unless local data provided, 5.a. capture rates will be used. To get 5b credits, applicant provides activity center data below

[2] Share of AADT captured by new bike project, by Route Type, AADT class, Land Use, and Project Length.

TABLE 3: TRAVEL ACTIVITY DATA REPORTS FOR AB2766 APPLICATIONS

5b *Credit for Activity Centers*				Number within		Bike Travel Distance from route	
Eligible Land Uses -- see note 3	**Applicant to provide?**	**Unit**	**No. of Eligible Land Uses**	**1/2 mi. or less**	**1/4 mi. or less**	**1/2 mi. or less**	**1/4 mi. or less**
Bank, Church, Hospital, Office park, Post Office, Public Library, Shopping (area or major store), High School, University or Community/ Jr. College.	yes	Number	3 or less			0.05 %	0.10 %
	yes	Number	4-7			0.10 %	0.20 %
	yes	Number	7 or more			0.15 %	0.30 %

[3] *Identify number of Eligible Uses within each radius. Credit amount(s) shown will be added to bike trip capture rates in Table 5.b above.*

6 *Vanpools*	Applicant to provide?	Unit	Project			
			Long Dist. Van-pools	**Transit Shuttles**	**All Day Service**	**School Service**
Useful Life of Proposed Vehicle	yes	Yrs.				
Average Annual Days of Operation	yes for School	Days	250	260	365	
Annual Total Miles Traveled by Vanpool Vehicle(s)	yes	Miles				
Average Daily Ridership of Van(s)	yes	Riders				
% Prior HOV or Transit	yes for School	%	30%	30%	30%	
For Replaced Auto Trips of New HOV Riders:						
Average One-way Trip Length	yes for School	Miles	35	16	16	
For Riders Accessing HOV by Auto						
% Auto Access	yes for School	%	75%	50%	50%	
and: Average One-Way Auto Access Trip Length	yes for School	Miles	5	2	2	

7 Electric Vehicles	Applicant to provide?	Unit	Project: Electric Bike	Project: NEV	Project: Hybrid	Project: Other, Specify
Old vehicle(s) to be replaced: Year, Fuel, Model, Mileage	yes	data				
New vehicle(s): Model, Charged Range	yes	miles				
Useful Life of Proposed Electric Vehicle(s)	if differs	Yrs.	5	10	10	
Average Annual Days of Operation	if differs	Days	250	365	365	
Daily Vehicle Trips (starts, average per day)						
Old vehicle(s) to be replaced	yes	trips				
New electric vehicle(s)	yes	trips				
Daily Miles Traveled by Vehicle(s)						
Old vehicle(s) to be replaced	yes	Miles				
New electric vehicle(s)	yes	Miles				

8 Electrification, Alternative and Biofuels	Applicant to provide?	Unit	Project [see note 1]: Transit Bus	School Bus	HD Truck	Med Duty Veh.	Light Duty Veh.
Useful Life of Project	yes	Yrs.					
Type of fuel before/ after project	yes						
No of vehicles to be fueled	yes	N					
Average annual vehicle miles traveled by vehicles fueled	yes	VMT					
Expected annual gallon equivalent of fuel pumped, fleet	yes	gal					
Expected annual gallon equivalent of fuel pumped, other	yes	gal					

1. No defaults available for this type of project.

TABLE 3: TRAVEL ACTIVITY DATA REPORTS FOR AB2766 APPLICATIONS

9 Vehicle Trip Reduction Programs	Applicant to provide?	Unit	Project: Ride-sharing	Project: Vanpools	Project: Transit
Useful Life of Project		Yrs.	1	20	20
Weekly One-way Auto Trips Eliminated [See Note 1]	yes	Trips			
Average One-way Trip Length of Eliminated Trips	if differs	Miles	16	1	1
Average Annual Weeks of Operation [Note 2]	if differs	Weeks	50	50	50
Area / Corridor Commute Transit Mode share	yes for Ride sharing	%		N/A.	N/A.
% non-auto access to transit, HOV:					
If Commute Transit Mode share >10%			60%	100 %	100 %
If Commute Transit Mode share =<10%			70%	100 %	100 %

1 Provide either peak period employees plus average vehicle ridership (AVR) or from survey.

2 If N employees excludes those on sick leave, vacation, etc., use 52 weeks instead

10 Alternative Fuel Vehicles	Applicant to provide?	Unit	Project: Van	Project: Transit Bus	Project: School Bus	Project: Other, Specify
Old vehicle(s) to be replaced: Year, Fuel, Model, Mileage	yes	data				
New vehicle(s): Model, Fueled Range	yes	miles				
Useful Life of Proposed NG Vehicle(s)	if differs	Yrs.	8	12	20	
Average Annual Days of Operation	if differs	Days	365	365	365	
Daily Vehicle Trips (starts, average per day)						
Old vehicle(s) to be replaced	yes	trips				
New NG vehicle(s)	yes	trips				
Daily Miles Traveled by Vehicle(s)						
Old vehicle(s) to be replaced	yes	Miles				
New NG vehicle(s)	yes	Miles				

11 Telecommute & Communications	Applicant to provide?	Unit	Project: Tele-commute	Project: Other
Useful Life of Project	if differs	Yrs.	5	5
Weeks of Operation / Year	yes	Weeks		
Weekly One-way Auto Trips Eliminated	yes	Trips		
Average One-way Trip Length of Eliminated Trips	yes for Other	Miles	16	
Weekly One-way Vehicle Trips Added	if differs	Trips	0	0
Average One-Way Added Vehicle Trip Length	if differs	Miles	0	0

12 Bus Service Improvements	Applicant to provide?	Unit	Project: Clean Diesel Transit Bus	Project: CNG Transit Bus	Project: Electric Transit Bus	Project: Clean Diesel School Bus	Project: CNG School Bus
Useful Life of Project	if differs	Yrs.	12	12	12	20	20
Average Annual Days of Operation	if differs	Days	260	260	260	180-200	180-200
Annual Total Vehicle Miles, Project Vehicle	yes	Miles					
Average Daily Boardings of New Service	yes	Trips					
% riders who would otherwise use auto, commute	yes for School	%	83%	83%	83%		
% riders who would otherwise use auto, urban	yes for School	%	50%	50%	50%		
Average One-way Auto Trip Replaced, commute service	if differs	Miles	16	16	16	N/A.	N/A.
Average One-way Trip Length Replaced , urban service	if differs	Miles	9	9	9	3	3
Average One-Way Auto Access Trip Length, commute	if differs	Miles	5	5	5	N/A.	N/A.
Average One-Way Auto Access Trip Length, urban	yes for School	Miles	2	2	2		
% riders w/ auto access, commute service	if differs	%	80%	80%	80%	N/A.	N/A.
% riders w/ auto access, urban service	yes for School	%	50%	50%	50%		
Emissions factors, auto travel replaced, and project bus	no	g./ trip; g./ mi.	< ----------ARB default values used---------->				