

Incentive Program

PROGRAM REVIEW REPORT

**San Diego County Air Pollution Control District
Fiscal Years 2007-2008 through 2010-2011**

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1. Introduction

The Air Resources Board (ARB) is responsible for overseeing a number of voluntary State incentive programs that are implemented through California's 35 local air pollution control districts and air quality management districts (air districts), and other local agencies. As part of this oversight responsibility, ARB staff conducted a program review of the San Diego County Air Pollution Control District's (San Diego APCD or District) implementation of the following incentive programs:

- The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program)
- The Proposition 1B Goods Movement Emission Reduction Program (Goods Movement Program)
- The Lower-Emission School Bus Program (School Bus Program)
- The Air Quality Improvement Program (AB 118 or AQIP)

ARB incentive program reviews serve the public interest for transparency and accountability, helping to ensure that expenditures of State funds achieve intended outcomes and are within legal requirements. Projects are selected for review following a risk evaluation. These projects represent a percentage of the funds expended during the years within the overall scope of the review. Unless noted, issues and findings reported here pertain to the individual circumstances described and do not apply to other projects, although they may be indicative of similar issues occurring with projects not reviewed.

The San Diego APCD is responsible for air quality throughout San Diego County and the contiguous San Diego Air Basin. Incentive programs are crucial components of the District's strategy to reduce emissions and meet State and federal air quality standards. The District receives State grant funds and provides the District matching funds for these programs.

The Carl Moyer Program funds the extra capital cost of cleaner-than-required vehicles and equipment to help achieve air pollution reductions that are both early and surplus to regulations. Funds for the Carl Moyer Program include tire replacement and vehicle registration (smog abatement) fees. ARB develops statewide implementation guidelines, distributes funds to air districts, and conducts periodic oversight. Air districts choose which project types to fund from a variety of eligible categories, including on-road and off-road vehicles and equipment, marine, shore power, locomotives, stationary agriculture pumps, emergency equipment, lawn and garden equipment, and light duty vehicle scrap. Funded projects must achieve early or extra emission reductions not otherwise required by law or regulation. The San Diego APCD (like other large and medium-sized air districts) contributes match funds as required by the Carl Moyer Program.

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The Goods Movement Program offers grants to owners of equipment used in freight movement to fund the purchase of cleaner technologies to quickly reduce air pollution emissions and health risk from freight movement along California's trade corridors. The Goods Movement Program is funded by bonds authorized by Proposition 1B, and is implemented by local agencies that apply to ARB for grants to fund specific project categories. At the discretion of the implementing agency, the project categories may include heavy duty trucks used in goods movement through specific corridors or serving seaports or railroad intermodal transportation hubs, locomotives, ships at berth and commercial harbor craft, and cargo handling equipment. ARB develops guidelines, awards grants to fund projects proposed by air districts and seaports, and conducts periodic oversight. As with the Carl Moyer Program, projects funded must achieve early or extra emission reductions that are not otherwise required by law or regulation. The Goods Movement Program does not require the District to contribute match funds toward this program.

The Lower-Emission School Bus Program (School Bus Program) is designed to help clean up the aging school bus fleet that serves California's public schools in order to reduce schoolchildren's exposure to diesel exhaust. The School Bus Program is funded by bonds authorized by Proposition 1B and through a grant of federal Diesel Emission Reduction Act (DERA) funds. The program provides grants to purchase new school buses that replace older, high-emitting buses or to retrofit existing diesel bus engines with ARB-verified diesel emission control systems. ARB develops statewide implementation guidelines, distributes State and federal funds to air districts, and provides oversight of program implementation. Air districts select and fund school bus projects with public school districts and transportation providers in their areas. The School Bus Program does not require the District to contribute match funds towards the program.

The Air Quality Improvement Program (AQIP) was established by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Assembly Bill 118) to fund clean vehicle and equipment projects that reduce criteria and toxic air pollutants. AQIP is funded by smog abatement, vehicle registration, equipment identification plate, and initial vessel registration fees. ARB develops statewide implementation guidelines, prepares an annual funding plan, distributes funds to air districts and other grantees, and conducts periodic oversight. Statute lists eight broad categories for project types, of which the District has implemented a Lawn and Garden Project that encourages the replacement of gas-powered lawn mowers with electric lawn mowers. The District agreed to provide matching funds for the Lawn and Garden Project.

This review was conducted in accordance with ARB's policies and procedures for review of incentive programs, which are viewable at the following ARB website:

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<http://www.arb.ca.gov/msprog/moyer/audits/audits.htm>. The scope of the review includes grant agreements between ARB and the District made in Fiscal years 2007-2008 through 2010-2011. The review began with an entrance conference held on January 9, 2012, at the District office. The results of the program review were presented during an exit meeting held with the District on December 5, 2012.

ARB's programmatic review was supplemented by a fiscal compliance audit conducted by the California Department of Finance Office of State Audits and Evaluations (Department of Finance). The Department of Finance presented their observations and recommendations at a separate exit meeting on April 9, 2012, and has issued a separate report posted on the Department of Finance website at http://www.dof.ca.gov/osae/audit_reports/.

This report describes the scope of the review, the projects selected for review and site inspection, and results of the review. Note that ARB program review reports were formerly titled audit reports; this change in terminology does not reflect a change in process. Under established policies and procedures for program reviews, the District has 30 days from the date of this report's cover letter to submit comments as desired. ARB's report and any District response will then be posted on ARB's Incentive Program Oversight website at <http://www.arb.ca.gov/msprog/moyer/audits/audits.htm>.

2. Overall Assessment

Overall, the District's incentive programs are achieving their emission reduction objectives. Fiscal year 2008-2009 closed with notable late expenditures in the Carl Moyer Program due to the District's lengthy application review process and to a shortage of incentives staff. The District addressed its administrative challenges by streamlining its application review process and enlarging incentives staff. The District has since successfully expended all contracted funds and is meeting program targets. The District is encouraged to continue to closely monitor staff levels and processes to ensure ongoing success.

Note that all data regarding grant amounts, program work and status of individual projects is as of the time of the review. This report may not address changes that occurred after the opening of the review.

a. Carl Moyer Program

The District's Carl Moyer Program (including Multi-district grants) funded over 132 engine replacements and/or retrofits of diesel engines with \$18,717,264 in State and District match funding during the scope of the review. ARB identifies one finding regarding the District's implementation of the Carl Moyer Program: Late Expenditure of \$2,309,312 in Fiscal Year 2008-2009 funds (see section 5, Review Findings).

b. Goods Movement Program

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Within the scope of the review, the District accepted two 2007-2008 Goods Movement Program grants totaling \$8,638,700 and one 2008-09 grant for \$8,202,018. The District reports that the 2007-2008 grants funded the replacement of 130 heavy duty diesel trucks and the 2008-2009 grants funded the replacement of 228 heavy duty diesel trucks and the installation of ARB-certified Level-3 Retrofit devices on 80 diesel trucks. ARB identified no findings in the District's implementation of the Goods Movement Program.

c. School Bus Program

The District participated in two School Bus Program funding cycles over the period of this review, accepting Proposition 1B bond-funded grants in 2007-2008 and a DERA grant in 2009. Through the 2007-2008 Proposition 1B bond-funded School Bus Program, the District was granted \$5,412,051 for implementation of its Program. The District also accepted \$157,170 in 2009 DERA grant funds for projects to retrofit school bus diesel engines.

In total for the years within the scope of this review, the District reports funding 17 school bus replacements. In addition, there were 228 retrofits using over \$5.5 million in State and federal funds. ARB identified no findings regarding the District's implementation of the School Bus Program but offers two recommendations.

d. Air Quality Improvement Program

The District reports that its 2009-2010 AQIP Lawn and Garden Project experienced strong demand and resulted in the replacement of 1,544 high-polluting lawn mowers with zero-emission mowers using \$150,000 in funding from ARB. In addition, the AQIP Lawn and Garden Project grant required the District to provide a one-to-one funding match, a requirement met and exceeded by the District. To participate in this program, applicants living in the District attended either one of two "Mowing Down Pollution" trade-in events. The events were held in partnership with Black & Decker and Home Depot. ARB staff identifies no findings or recommendations for the District's implementation of the AQIP project.

3. Scope of the Program Review

The scope of the review covered the District's implementation of incentive programs associated with grants awarded from Fiscal year 2007-2008 through 2010-2011.

For the Carl Moyer Program, the scope of the review covered grants awarded in 2007-2008 through 2010-2011. Table 1 lists the project and administration funding (including Carl Moyer Program Multi-district funds) that the District received to implement the program and lists the District's match funding commitment for each grant.

Table 1: Carl Moyer Program Funds¹						
Fiscal Year	Grant Number	Project	Administration	Total Grant	Matching Funds²	Total
Carl Moyer Program						
2007-2008	G07-M018	\$4,411,889	\$232,205	\$4,644,094	\$716,681	\$5,360,775
2008-2009	G08-M023	\$3,761,441	\$197,971	\$3,959,412	\$705,023	\$4,664,435
2009-2010	G09-M022	\$3,231,132	\$170,060	\$3,401,192	\$510,179	\$3,911,371
2010-2011	G10-M023	\$2,933,310	\$154,385	\$3,087,695	\$463,154	\$3,550,849
Carl Moyer Program—Multi-District						
2007-2008	--	--	--	--	--	--
2008-2009	G08-M037	\$475,000	\$25,000	\$500,000	--	\$500,000
2009-2010	G09-M035	\$240,421	\$12,654	\$253,075	--	\$253,075
2010-2011	G10-M036	\$452,921	\$23,838	\$476,759	--	\$476,759
Total		\$15,506,114	\$816,113	\$16,322,227	\$2,395,037	\$18,717,264
¹ Interest earned by the District is not included in table. ² ARB waived the match requirement for the multi-district grants.						

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For the Goods Movement Program, the scope of the review covered the Fiscal year 2007-2008 and 2008-2009 funding cycles. Table 2 lists the project and administration grant amounts for the District to implement the program.

Appropriation Year	Grant	Grant Name	Project	Administration	Total Grant
2007-2008	G07GMSP2	Port Trucks	\$4,949,000	\$247,450	\$5,196,450
		District provided match assistance ²	\$1,325,000	\$75,000	\$1,400,000
2007-2008	G07GMST2	Other Heavy Duty Diesel Trucks	\$1,945,000	\$97,250	\$2,042,250
2008-2009	G08GMST2	Heavy Duty Diesel Trucks	\$6,264,095	\$313,205	\$6,577,300
		District provided match assistance	\$1,124,718	---	\$1,124,718
2008-2009	G08GMSH1	Commercial Harbor Craft	\$480,769	\$19,231	\$500,000
Total			\$16,088,582	\$752,136	\$16,840,718
¹ Interest earned by the District is not included in table					
² Match assistance funded by the District using Port of San Diego funds					

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For the School Bus Program, the review covered Fiscal year 2007-2008 Proposition 1B bond-funded grants for diesel engine retrofit and bus replacement projects and a federal Fiscal year 2009 Diesel Emission Reduction Act (DERA) grant for diesel engine retrofit projects. Table 3 lists the School Bus Program grants the District implemented during the scope of the review.

Table 3: Lower-Emission School Bus Grants¹			
2007-2008 Proposition 1B Lower-Emission School Bus Program			
Grant Number	Project	Administration	Total Grant
G07-SB025	\$5,412,051	\$271,480	\$5,683,531
2009 DERA Lower-Emission School Bus Grant¹			
Grant Number	Project	Administration	Total Grant
G08-DEA-05	\$157,170	\$11,830	\$169,000

¹Interest earned by the District is not included in table.

For AQIP, the scope of the review covered a Lawn and Garden Project awarded in 2009-2010. Table 4 lists the project and administration funding that the District received to implement the program, and lists the District's match funding associated with the Lawn and Garden Project.

Table 4: Fiscal Year 2009-2010 AQIP Grants¹							
Grant Number	Project Name	Project Funds	Administration Funds	Total Grant	Required Match	Actual Match Provided	Totals
G09-AQIP-07	Lawn and Garden Project	\$135,000	\$15,000	\$150,000	\$150,000	199,478.39	\$349,478.39

¹Interest earned by the District and District funds beyond the match requirement are not included in table.

4. Projects Selected for Review and Site Inspection

The process for choosing projects to review involved selecting a sample that reflected the diversity of project types funded by the District during the scope of the review. Thus, the funding sources considered in selecting the review sample included all grant and match funds listed in Tables 1 through 4 and the interest earned on those grant funds and expended on projects.

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a. Carl Moyer Program

The Carl Moyer Program project categories that the District funded during the scope of the review included the following: Marine, Shore power, Locomotive, Agricultural Pumps, Off-Road Construction Equipment, Locomotives, Off-Road Heavy-Duty Vehicles, and On-Road Heavy Duty Vehicles. Table 5 summarizes the source category types and the number of engines and projects funded during the scope of the review.

The program review team selected 10 project files for in-depth review, as shown in Appendix A, Table A-1. In total for the years within the scope of this review ARB reviewed approximately 15 percent of the projects funded, representing 14 percent of the total project grant funds paid at the time of review.

Fund Source	Source Category	2007-2008		2008-2009		2009-2010		Total	
		Engines / Projects	Engines / Projects	Engines / Projects	Engines / Projects	Engines / Projects	Engines / Projects		
Carl Moyer Program	Agriculture Pumps	0	0	3	1	0	0	3	1
	Off-Road Construction	0	0	6	1	0	0	6	1
	Shore Power	1	1	0	0	0	0	1	1
	Marine	5	1	42	21	0	0	47	22
	Locomotives	2	1	0	0	2	1	4	2
Carl Moyer Program - Multi District	On-Road Heavy Duty vehicles	0	0	17	17	7	7	24	24
Match	On-Road Heavy Duty Vehicles	40	7	7	7	0	0	47	14
Total		48	10	75	47	9	8	132	65

¹Projects with split funding sources and funding years are reported with the project that has the most funding.
 Source of Data: Executed contracts reported in CARL current as of 01/09/2012

b. Goods Movement Program

Table 6 summarizes the Goods Movement Program grants with the number of trucks funded as of the entrance conference held on January 9, 2012.

Table 6: Goods Movement Program Projects Funded				
Grant Number	Fiscal Year	Retrofits	Replacement Diesel	Total Projects
G07GMSP2	2007-08	0	98	98
G07GMST2	2007-08	0	32	32
G08GMST2	2008-09 2011-12	80	228	308
Total		80	358	438

From the funded projects, the review team selected 25 project files for evaluation as shown in Appendix B, Table B-1. In total, ARB reviewed approximately 8 percent of the projects funded in the years within the scope of the review, representing 16 percent of the total project grant funds paid by the time of the review. No findings were identified from the project file reviews.

c. School Bus Program

The School Bus Program projects in the review sample were selected to include the different sources of funding and the two school bus project types (retrofits of school bus diesel engines and replacements of old school buses) funded by the District over the scope of the review. Table 7 summarizes the School Bus project types, the number of projects, and individual buses funded by the District during the scope of the review.

Table 7: Lower-Emission School Bus Program Projects and Number of Buses Funded¹				
Grant Number/Name	Project Type	Retrofits	Replacements	Total
2007-2008 District Projects	Buses	218	17	235
	Projects	25	10	35
2009 DERA Projects ²	Buses	10	0	10
	Projects	1	0	1
Total	Buses	228	17	245
	Projects	26	10	36
¹ Each contract with a public school or transportation provider is counted as a project; one project may include multiple buses ² Current as of 01/09/2012 (from Proposition 1B bond database)				

From these projects, the program review team selected seven School Bus Project files for in-depth review and two for on-site inspection by program review staff, as identified in Appendix C, Table C-1. In total, ARB reviewed approximately 19 percent of the projects funded in the years within the scope of the review, representing 7 percent of the total project grant funds paid by the time of the review. No issues were identified in the reviewed files or inspected projects.

d. *Air Quality Improvement Program*

Table 8 summarizes the numbers of electric mowers funded by the District's AQIP Lawn and Garden Project as reported by the District.

Table 8: Air Quality Improvement Program			
Project	Grant Funded	Match Funded	Total Units
Lawn and Garden Project	648	896 ¹	1544

¹ District match exceeded the minimum required

The program review team did not review individual recipients of Lawn and Garden Project vouchers but did review the District Program Implementation Proposal that was submitted to ARB prior to District implementation of the Project, and Program invoices. The Proposal was created for adherence to the District's policies and procedures and ARB program guidelines. No findings were identified in the reviewed files or the inspected project documents.

5. Review Findings

ARB's program review findings are provided below. "Findings" are district practices found to be inconsistent with one or more of the following:

- State requirements including those under Health and Safety Code sections as follows:
 - 39625 through 39627.5—Goods Movement Program.
 - 44275 through 44299.2—Carl Moyer Program.
 - 44299.90 through 44299.91—School Bus Program.
- Governor's Executive Order S-02-07.
- Carl Moyer, School Bus, and Goods Movement Program Guidelines (2006 and newer versions) (<http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>) (<http://arb.ca.gov/bonds/schoolbus/guidelines/2008lesbp.pdf>) (http://www.arb.ca.gov/bonds/gmbond/docs/prop_1b_goods_movement_2010_final_guidelines.pdf).
- Carl Moyer and School Bus Program advisories, Mail-outs, and other written communications.
- Carl Moyer and School Bus Program Grant Award and Authorization requirements.
- Goods Movement Program Local Agency Grant Agreements.
- District policies and procedures and forms, including contracts with the engine owners/grant recipients.

"Conditions" are detailed descriptions of the District's practices that resulted in findings as revealed by the review.

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“Required Actions” are the minimum actions the District must take to mitigate the findings.

“Recommendations” are voluntary actions the District can take to improve program implementation and documentation.

Under established incentive program review policies and procedures, the District is provided thirty days from the date of this report's cover letter to submit comments on the report. District comments are posted along with the report on the ARB's incentive program oversight website at <http://www.arb.ca.gov/msprog/moyer/audits/audits.htm>. Results of the Department of Finance's independent fiscal review, currently posted at http://www.dof.ca.gov/osae/audit_reports/, will also be posted along with any District response on ARB's incentive program oversight website.

a. Carl Moyer Program

Finding: ARB staff identifies a finding of late expenditure of Fiscal Year 2008-2009 (Year 11) Carl Moyer Program funds.

Condition: Funds were expended after the June 30, 2011, deadline. In their Fiscal Year 2008-2009 report, the District stated they were \$2,309,312.80 short of their expenditure obligation. However, mitigating this was that District supplied documentation showing that they had \$2,313,880 in executed (but not expended) contracts in place for Fiscal Year 2008-2009 Moyer funds.

Required Actions: In their annual report for Fiscal Year 2008-2009, the District submitted plans to make the following changes:

- Expand the number of participating Voucher Incentives Program dealerships.
- Change the application review process to a first-come/first-served approach rather than a request for proposals. This approach was expected to drastically cut down application review time and expedite the grant process.

In addition, the District added staff to help with the administrative duties of all of their incentives programs. Since that time, the District has met its obligations in a timely manner. The District should continue to carefully monitor its progress and the effectiveness of these mitigations. No further actions are required.

b. Goods Movement Program

ARB staff identifies no findings for the Goods Movement Program.

c. School Bus Program

ARB staff identifies no findings for the School Bus Program, but does offer the following recommendations following our review of Program files.

Recommendations: (1) Create a process step which checks files for all critical documentation before contract execution. Ensure coverage of the full required time

period through California Highway Patrol or other approved certification that shows evidence of continuous operation. (2) Request case-by-case determinations for circumstances that deviate from or are not covered by the Guidelines.

d. *Air Quality Improvement Program*

ARB staff identifies no findings for the Air Quality Improvement Program.

6. Resources

1. Air Resources Board Lower-Emission School Bus website
<http://www.arb.ca.gov/msprog/schoolbus/schoolbus.htm>
2. Air Resources Board Carl Moyer Program website
<http://www.arb.ca.gov/msprog/moyer/moyer.htm>
3. Air Resources Board Goods Movement Emissions Reduction Program website, <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>
4. Air Resources Board Incentives Program Audit and Program Reviews website (includes previous reports and Policies and Procedures)
<http://www.arb.ca.gov/msprog/moyer/audits/audits.htm>
5. *Lower-Emission School Bus 2008 Guidelines* (April 15, 2008), Air Resources Board
6. *Lower-Emission School Bus 2006 Guidelines* (March 2, 2006), Air Resources Board
7. *Carl Moyer Program 2005 Guidelines* (January 6, 2006), Air Resources Board
8. *Carl Moyer Program 2008 Guidelines* (April 21, 2008), Air Resources Board
9. *Proposition 1B: Goods Movement Emission Reduction Program, Final 2008 Guidelines for Implementation* (February 28, 2008)
10. *Proposition 1B: Goods Movement Emission Reduction Program, Final 2010 Guidelines for Implementation* (March 2010)
11. Governor's *Executive Order S-02-07*

Appendix A
 Projects Reviewed -- Carl Moyer Program

Table A-1 Carl Moyer Program Projects Reviewed					
Fiscal Year	Project Number	Grantee	Source Category	Activity	
1	2007-2008	CMF10-301	San Diego & Imperial Valley Railroad	Locomotive	Purchase
2	2007-2008	CMF10-217	Pacific Tugboat Services	Marine	Repower
3	2007-2008	CMF10-219	San Diego Unified Port District	Shore power	Shore power
4	2007-2008	CMF10-014EJ	Superior Ready Mix Concrete, L.P.	On Road	Retrofit
5	2007-2008	CMF09-008	DIII Transport Corp.	On Road	Retrofit
6	2008-2009	CMF11-201	Prime Time Sportfishing/Mark Atherton	Marine	Repower
7	2008-2009	CMF11-102	Superior Ready Mix Concrete, L.P.	Off Road Construction	Repower
8	2008-2009	1XP5DB0X0LD2 91811	Thomas L. Brown VIP	Voucher	VIP
9	2009-2010	CMF12-228	Inspiration Hornblower	Marine	Repower
10	2009-2010	CMF12-224	Islander	Marine	Repower

Appendix B
 Projects Reviewed -- Goods Movement Program

Table B-1				
Proposition 1B Goods Movement Program Projects Reviewed				
	Grant	Local Agency ID	Project Name	Project Type
1	G07GMSP2	1BMG-PTR2-037	Juan Carlos Fletcher	Replacement
2	G07GMSP2	1BMG-PTR2-004	Arnaldo Villatoro	Replacement
3	G07GMSP2	1BMG-PTR2-039o	Rapid Transfer Express	Replacement
4	G07GMSP2	1BMG-PTR2-038d	Julio S. Portillo	Replacement
5	G07GMSP2	1BMG-PTR2-033	Ramon Hernandez	Replacement
6	G07GMSP2	1BMG-PTR2-056b	Superior Ready Mix, L.P.	Replacement
7	G07GMSP2	1BMG-PTR-05f	Apex Bulk Commodities, Inc.	Replacement
8	G07GMSP2	1BMG-PTR-06	Mar-Con Products, Inc.	Retrofit
9	G07GMST2	1BMG-OTH-10a	EDCO	Replacement
10	G07GMST2	1BMG-OTH-16a	San Diego Fibers Corporation	Replacement
11	G07GMST2	1BMG-OTH-25k	Ron & Sons Trucking, Inc.	Retrofit
12	G07GMST2	1BMG-OTH-02d	SYSCO	Replacement
13	G07GMST2	1BMG-OTH-28d	Moran Trucking	Retrofit
14	G08GMST2	11TA-002.08	Cal-Mex International DBA Mex-Cal Truckline	Replacement
15	G08GMST2	11TA-073.10	Camacho Brokers, Inc.	Replacement
16	G08GMST2	11TA-006.01	CBC Express	Replacement
17	G08GMST2	11TA-025.02	Challenge Dairy Products, Inc.	Retrofit
18	G08GMST2	11TA-059.14	Duran Freight Corp.	Replacement
19	G08GMST2	11TA-040.02	Evergreen Distributors, Inc.	Replacement
20	G08GMST2	11TA-011.26	Gilda Lorena Guillen	Replacement
21	G08GMST2	11TA-030.24	Harrison Trucking, Inc.	Retrofit
22	G08GMST2	11TA-071.02	New Leaf Biofuel, LLC.	Retrofit
23	G08GMST2	11TA-055.02	Pla-Art International	Retrofit
24	G08GMST2	11TA-032.03	SOS Metals of San Diego	Retrofit
25	G08GMST2	11TA-013.01	Varela Trucking	Replacement

Appendix C
 Projects Reviewed -- Lower-Emission School Bus Program

Table C-1				
Lower-Emission School Bus Program Projects Reviewed				
	Grant #	Project Number	Grantee	Project Type
San Diego APCD—In-District Projects				
1	G07-SB025	537119	Valley Center-Pauma Unified	Replacement
2	G07-SB025	533816	Vista Unified	Retrofit
3	G07-SB025	537250	Chula Vista Elementary	Replacement
4	G07-SB025	537293	San Marcos Unified	Retrofit
5	G07-SB025	537202	Sweetwater Union High	Replacement/Retrofit
6	G07-SB025	537161	Cajon Valley Union Elementary	Replacement
Diesel Emission Reduction Act				
7	G08-DERA-05	529945	San Diego Unified	Retrofit