



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

BOARD OF DIRECTORS  
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SCOTT HAGGERTY - CHAIR  
JOHN AVALOS  
DAVID J. CANEPA  
ROGER KIM  
KAREN MITCHOFF

JAN PEPPER – VICE CHAIR  
TOM BATES  
DAVID E. HUDSON  
NATE MILEY

**THURSDAY  
APRIL 23, 2015  
9:30 A.M.**

**7<sup>TH</sup> FLOOR BOARD ROOM  
939 ELLIS STREET  
SAN FRANCISCO, CA 94109**

**AGENDA**

**1. CALL TO ORDER - ROLL CALL**

*The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.*

**2. PUBLIC COMMENT ON NON-AGENDA MATTERS**

*(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 Air District headquarters, 939 Ellis Street, San Francisco, CA, and on the Air District's website [www.baaqmd.gov](http://www.baaqmd.gov) 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 Board's authority. Speakers will be limited to three (3) minutes each.*

**Staff/Phone (415) 749-**

**3. APPROVAL OF THE MINUTES OF FEBRUARY 26, 2015**

**Clerk of the Boards/5073**

*The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of February 26, 2015.*

**4. PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER \$100,000**

**A. Fournier/4961**

**[afournier@baaqmd.gov](mailto:afournier@baaqmd.gov)**

*The Committee will consider recommending Board of Directors' approval of Carl Moyer Program and Transportation Fund for Clean Air projects requesting grant funding in excess of \$100,000, and authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects.*

5. **FISCAL YEAR ENDING (FYE) 2016 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUNDING ALLOCATIONS**

A. Fournier/4961

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

*The Committee will consider recommending Board of Directors' approval for the allocation of \$13.77 million in new FYE 2016 Transportation Fund for Clean Air funding and proposed cost-effectiveness limits for Air District-sponsored programs.*

6. **FISCAL YEAR ENDING (FYE) 2016 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER (CPM) EXPENDITURE PLANS AND REQUEST FOR A WAIVER FROM SONOMA COUNTY TRANSPORTATION AUTHORITY (SCTA)**

A. Fournier/4961

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

*The Committee will consider recommending Board of Directors' approval of the Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air Program Manager Expenditure Plans and a policy waiver to allow SCTA to use FYE 2015 TFCA CPM Funds for an arterial management project.*

7. **BAY AREA BIKE SHARE UPDATE**

A. Fournier/4961

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

*The Committee will consider a proposal from the Metropolitan Transportation Commission (MTC) for a privately funded post-pilot bicycle share system expansion.*

8. **COMMITTEE MEMBER COMMENTS**

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

9. **TIME AND PLACE OF NEXT MEETING**

*Thursday, May 28, 2015, Bay Area Air Quality Management District Office, 939 Ellis Street, San Francisco, California 94109 at 9:30 a.m.*

10. **ADJOURNMENT**

*The Committee meeting shall be adjourned by the Committee Chair.*

**CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
**939 ELLIS STREET, SAN FRANCISCO, CA 94109**  
**mmartinez@baaqmd.gov**

**(415) 749-5016**  
**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. Please note that all correspondence must be addressed to the “Members of the Mobile Source Committee” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Committee meeting. Any correspondence received after that time will be presented to the Committee at the following 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 in a timely manner, so that arrangements can be made accordingly.

Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the District’s offices at 939 Ellis Street, San Francisco, CA 94109, at the time such writing is made available to all, or a majority of all, members of that body

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
**939 ELLIS STREET, SAN FRANCISCO, CALIFORNIA 94109**  
**FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941**

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

**APRIL 2015**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month) - CANCELLED</i>	Monday	20	9:30 a.m.	Board Room
<b>Board of Directors Personnel Committee</b> <i>(At the Call of the Chair)</i>	Monday	20	9:30 a.m.	Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	20	10:30 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	22	9:30 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	23	9:30 a.m.	Board Room

**MAY 2015**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	6	9:45 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> <i>(Meets on the 2<sup>nd</sup> Wednesday of each Month)</i>	Wednesday	13	9:00 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	18	9:30 a.m.	Board Room
<b>Board of Directors Personnel Committee</b> <i>(At the Call of the Chair)</i>	Monday	18	10:30 a.m.	Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month) - CANCELLED</i>	Monday	18	10:30 a.m.	Board Room
<b>Special Board of Directors Meeting - Budget Hearing</b> <i>(At the Call of the Chair)</i>	Wednesday	20	9:45 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	20	9:45 a.m.	Board Room

## MAY 2015

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Climate Protection Committee</b> <i>(Meets on the 3<sup>rd</sup> Thursday of Every Other Month)</i>	Thursday	21	9:30 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	27	9:30 a.m.	Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Wednesday	27	10:30 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	28	9:30 a.m.	Board Room

## JUNE 2015

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	3	9:45 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> <i>(Meets on the 2<sup>nd</sup> Wednesday of each Month)</i>	Wednesday	10	9:00 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	15	9:30 a.m.	Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	15	10:30 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	17	9:45 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	24	9:30 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	25	9:30 a.m.	Board Room

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: April 9, 2015

Re: Approval of the Minutes of February 26, 2015

RECOMMENDED ACTION

Approve attached draft minutes of the Mobile Source Committee (Committee) meeting of February 26, 2015.

DISCUSSION

Attached for your review and approval are the draft minutes of the Committee meeting of February 26, 2015.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Maricela Martinez

Attachment: Draft Minutes of the Committee Meeting of February 26, 2015

## AGENDA 3 – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of February 26, 2015

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, California 94109  
(415) 749-5073

### **DRAFT MINUTES**

Summary of Board of Directors  
Mobile Source Committee Meeting  
Thursday, February 26, 2015

#### **1. CALL TO ORDER – ROLL CALL**

Vice-Chairperson Jan Pepper called the meeting to order at 9:33 a.m.

Present: Chairperson Scott Haggerty; Vice-Chairperson Jan Pepper; and Directors John Avalos, David Hudson, Roger Kim (on behalf of Edwin Lee), Nate Miley and Karen Mitchoff.

Absent: Directors Tom Bates and David J. Canepa.

Also Present: None.

**2. PUBLIC COMMENT PERIOD:** No requests received.

#### **3. APPROVAL OF MINUTES OF JANUARY 22, 2015**

Mobile Source Committee (Committee) Comments: None.

Public Comments: No requests received.

Committee Action:

Director Avalos made a motion, seconded by Director Hudson, to approve the Minutes of January 22, 2015; and the motion carried by the following vote of the Committee:

AYES: Avalos, Hudson, Kim, Mitchoff and Pepper.

NOES: None.

ABSTAIN: None.

ABSENT: Bates, Canepa, Haggerty and Miley.

#### **4. PROJECTS WITH PROPOSED GRANT AWARDS OVER \$100,000**

Damian Breen, Deputy Air Pollution Control Officer, introduced Anthony Fournier, Director of the Strategic Incentives Division, who gave the staff presentation *Projects and Contracts with Proposed Awards over \$100,000*, including brief overviews of the Carl Moyer and Mobile Source Incentive Fund (MSIF) programs; a summary of Carl Moyer Program (CMP) Year 16;

detailings of the CMP, MSIF and Voucher Incentive Program (VIP) funds awarded as of February 9, 2015; CMP, MSIF and VIP funds awarded since 2009; and recommendations.

Committee Comments:

NOTED PRESENT: Chairperson Haggerty and Director Miley were noted present at 9:39 a.m.

The Committee and staff discussed how to expand the diesel-to-electric airport work to other airlines at San Francisco, San Jose and Oakland airports and a suggestion to contact the directors of each; outreach complications relative to airport equipment; and which components of the project are funded by the grant.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion, seconded by Director Kim, to recommend the Board of Directors (Board):

1. Approve CMP projects with proposed grant awards over \$100,000; and
2. Authorize the Executive Officer/Air Pollution Control Officer (APCO) to enter into agreements for the recommended projects.

The motion carried by the following vote of the Committee:

AYES: Avalos, Haggerty, Hudson, Kim, Mitchoff and Pepper.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Bates, Canepa and Miley.

**5. TRANSPORTATION FUND FOR CLEAN AIR (TFCA) AUDIT REPORT**

Mr. Breen introduced the topic and Linda Hui, Administrative Analyst of the Strategic Incentives Division, who gave the staff presentation *TFCA Audit Report*, including Audit #15 process; regional fund findings and District's Responses; county program manager fund findings and Air District response; and trends.

Committee Comments:

The Committee and staff discussed the late filing of reports by applicants, including improvements made and what staff have done to assist applicants with being more timely; whether awards to the Marin County Program Manager continue and additional details relative to the sponsor finding, including the cause of the untimely filing of their reports, Air District staff response, and possible report revisions; a proposal that Air District staff utilize Board support to engage late filers; Air District staff responses to the sponsor finding in terms of correcting sponsor behavior; how to address late and unfiled reports by the Metropolitan Transportation Commission; why staff has not recommended debarment of project sponsors with late filings; a



request that Committee members receive copies of Air District letters to project sponsors with late filings in their respective counties; a Committee request for greater specificity in future presentations regarding how late the filings are received; whether outstanding reports were eventually filed and when; the need for more work on the front end with an eye to clean audits; and the suggestion that late letters to sponsors should originate with the Committee Chair.

Public Comments: No requests received.

Committee Action: None; receive and file.

## **6. RESIDENTIAL LAWN MOWER REPLACEMENT PROGRAM**

Mr. Breen introduced Joseph Steinberger, Principal Environmental Planner of the Strategic Incentives Division, who gave the staff presentation *Residential Lawn Mower Replacement Program*, including background, project description and recommendations.

Committee Comments:

The Committee and staff discussed whether a fourth exchange event can be added in the East Bay and the history of past exchanges; outreach information; how the exchanges work this year; locations and identities of potential scrappers; a proposal to include information on related landscaping alternatives, such as low water and no-mow landscaping options, on each of the county webpages that promotes this program; suggestions to expand outreach through county contacts, make additional equipment eligible, and targeting the gardener / landscaper community; usability of zero-emission lawn mowers compared to gas-powered; the viability of an enhanced rebate for those who opt to buy American-made equipment; how best to accommodate Committee direction and the staff recommendation for today; and a request for more information why leaf blowers are not eligible.

Public Comments: No requests received.

Committee Action:

Director Mitchoff made a motion, seconded by Director Hudson, to recommend the Board:

1. Allocate \$300,000 in CMP/MSIF to implement the residential lawn mower replacement program; and
2. Authorize the Executive Officer/APCO to execute agreements with one or more metal recycling facilities to help administer the residential lawn mower replacement program.

The motion carried by the following vote of the Committee:

AYES:	Avalos, Haggerty, Hudson, Kim, Mitchoff and Pepper.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Bates, Canepa and Miley.

7. **COMMITTEE MEMBER COMMENTS:** None.

8. **TIME AND PLACE OF NEXT MEETING**

Thursday, March 26, 2015, Bay Area Air Quality Management District Headquarters, 939 Ellis Street, San Francisco, California 94109 at 9:30 a.m.

9. **ADJOURNMENT:** The meeting adjourned at 10:26 a.m.

Sean Gallagher  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: April 9, 2015

Re: Projects and Contracts with Proposed Awards over \$100,000

RECOMMENDATIONS

Recommend Board of Directors:

1. Approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000;
2. Authorize \$790,500 in additional TFCA revenues to be allocated to alternative fuel infrastructure projects; and
3. Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.

BACKGROUND

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (ARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NOx), reactive organic gases (ROG) and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, and stationary agricultural pump engines.

Assembly Bill 923 (AB 923 - Firebaugh), enacted in 2004 (codified as Health and Safety Code Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. The revenues from the additional \$2 surcharge are deposited in the Air District's Mobile Source Incentive Fund (MSIF). AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for projects eligible under the CMP.

On February 19, 2014, the Air District Board of Directors (Board) authorized Air District participation in Year 16 of the CMP, and authorized the Executive Officer/APCO to execute

Grant Agreements and amendments for projects funded with CMP funds or MSIF revenues, with individual grant award amounts up to \$100,000.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority for the Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern expenditure of TFCA funding.

Sixty percent of TFCA funds are awarded directly by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Plug-in Electric Vehicle Program) and to a program referred to as the TFCA Regional Fund.

CMP and TFCA Regional Fund projects with grant award amounts over \$100,000 are brought to the Committee for consideration at least on a quarterly basis. Staff reviews and evaluates the grant applications based upon the respective governing policies and guidelines established by the ARB and/or the Board.

## DISCUSSION

### **Carl Moyer Program**

The Air District started accepting applications for CMP Year 16 projects on July 14, 2014. The Air District has approximately \$12 million available for CMP projects from a combination of MSIF and CMP funds. Project applications are being accepted and evaluated on a first-come, first-served basis.

As of April 6, 2015, the Air District had received 60 project applications for the CMP Year 16 cycle. Of the applications that have been evaluated between February 9, 2015 and April 6, 2015, five eligible projects have proposed individual grant awards over \$100,000. These projects will replace nine tractors and two loaders, and will reduce over 4.4 tons of NO<sub>x</sub>, ROG and PM per year. Staff recommends allocating \$804,743 to these projects from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2, lists all of the eligible projects that have been approved by the Air District since May 6, 2014, and summarizes the allocation of funding by equipment category, and county. This list also includes the Voucher Incentive Program (VIP) on-road replacement projects awarded since the last committee update. Approximately 27% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 3 summarizes the cumulative allocation of CMP and MSIF funding since the Year 11 funding cycle (more than \$83 million awarded to 661 projects).

### **Transportation Fund for Clean Air (TFCA)**

On May 21, 2014, the Board allocated \$18.8 million in TFCA funding for eligible projects in Fiscal Year Ending (FYE) 2015 and authorized the Executive Officer/APCO to execute Grant

Agreements and amendments for TFCA-funded projects with individual grant award amounts up to \$100,000. On June 4, 2014, the Board adopted policies and evaluation criteria for the FYE 2015 TFCA Regional Fund program.

Since July 1, 2014, the Air District has opened solicitations for the following FYE 2015 incentive programs: Shuttle and Ridesharing Services, Bicycle Racks and Electronic Lockers, Plug-in Electric Vehicles, On-road Truck Replacements, and Alternative Fuel Infrastructure.

As of April 6, 2015, the Air District had received and reviewed 50 applications for FYE 2015 TFCA funding. Of the applications that have been evaluated between January 6, and April 6, 2015, five eligible project sponsors proposed projects with an individual grant award over \$100,000. Three of these proposed to deploy a total of 12 new hydrogen re-fueling stations and the other two proposed to expand access to compressed natural gas (CNG) re-fueling stations (construction of one new CNG station and upgrades at two existing CNG stations). In total these 5 projects will reduce over 2.23 tons of NOx, ROG and PM per year. Staff recommends allocating \$2,790,500 to these projects from a combination of TFCA fund revenues including \$2 million that was previously authorized by the Board for alternative fuel infrastructure projects and \$790,500 in additional TFCA revenues from FYE 2014 projects that have been cancelled and that closed under budget. Attachment 1, Table 2, provides additional information on these projects.

Attachment 4 lists all of the 37 eligible projects that have been approved by the Air District between July 1, 2014 and April 6, 2015. Attachment 5 summarizes the allocation of funding by project category (Figure 1), and county (Figure 2). During this cycle, approximately \$5.03 million in TFCA funds have been awarded to 37 projects. These 37 projects will reduce over 86.59 tons of NOx, ROG and PM per year.

#### BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Through the CMP, MSIF and TFCA programs, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for these programs are provided by each funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Karen Schkolnick and Anthony Fournier

Reviewed by: Damian Breen

- Attachment 1: Projects with grant awards greater than \$100,000 (evaluated between 2/9/15 and 4/6/15)
- Attachment 2: Summary of all CMP/ MSIF and VIP approved and eligible projects (evaluated between 5/6/14 and 4/6/15)
- Attachment 3: Summary of program distribution by county and equipment category for CMP/ MSIF and VIP projects for Years 11-16
- Attachment 4: Summary of all TFCA approved and eligible projects (evaluated between 7/1/14 and 4/6/15)
- Attachment 5: Summary of distribution of FYE 2015 TFCA funds by county and project category (evaluated between 7/1/14 and 4/6/15)

**AGENDA 4 - ATTACHMENT 1**

**Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects  
with grant awards greater than \$100k (Evaluated between 2/9/15 and 4/6/15)**

Project #	Applicant name	Equipment Category	Project description	Proposed Contract Award	Total Project Cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
16MOY40	M. German & Son Partnership (Vineyard)	Ag/ off-road	Replacement of three diesel-powered tractors.	\$ 128,442	\$ 170,481	0.610	0.129	0.046	Solano
16MOY41	Complete Equipment, Inc. (Farmer)	Ag/ off-road	Replacement of one diesel-powered tractor.	\$ 191,816	\$ 239,770	0.676	0.070	0.024	Sonoma
16MOY48	Michael Wolf Vineyard Services Inc.	Ag/ off-road	Replacement of five diesel-powered tractors.	\$ 168,160	\$ 233,690	0.595	0.156	0.061	Napa
16MOY53	Bar M Dairy, Inc.	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 154,536	\$ 193,170	0.802	0.113	0.041	Sonoma
16MOY56	Morrison Bros. Dairy	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 161,789	\$ 202,237	0.962	0.100	0.034	Sonoma
<b>5 Projects</b>				<b>\$ 804,743 \$ 1,039,348</b>		<b>3.644 0.569 0.206</b>			

**Table 2 - Summary of Transportation Fund for Clean Air projects  
with grant awards greater than \$100k (Evaluated between 1/6/15 and 4/6/15)**

Project #	Project Sponsor	Equipment Category	City	Est. C/E	Proposed Contract Award	Total Project Cost	Emission Reductions (Tons per year)			County
							NOx	ROG	PM	
15R28	Clean Energy	CNG Re-Fueling Station	San Jose	\$38,601	\$200,000	\$1,695,540	0.15	0.16	0.07	Santa Clara
			Oakland	\$352,092	\$200,000	\$807,000	0.02	0.02	0.01	Alameda
15R27	FirstElement Fuel, Inc.	Hydrogen Re-Fueling Station	Saratoga	\$188,877	\$125,000	\$2,252,543	0.04	0.06	0.01	Santa Clara
			Mill Valley	\$188,877	\$125,000	\$2,259,628	0.04	0.06	0.01	Marin
			San Jose	\$188,877	\$125,000	\$2,252,813	0.04	0.06	0.01	Santa Clara
			Campbell	\$188,877	\$125,000	\$2,249,108	0.04	0.06	0.01	Santa Clara
			Hayward	\$188,877	\$125,000	\$2,245,516	0.04	0.06	0.01	Alameda
			So. San Francisco	\$188,877	\$125,000	\$2,250,202	0.04	0.06	0.01	San Mateo
			Redwood City	\$188,877	\$125,000	\$2,251,116	0.04	0.06	0.01	San Mateo
15R30	Linde, LLC	Hydrogen Re-Fueling Station	Mountain View	\$204,005	\$300,000	\$2,532,424	0.10	0.12	0.01	Santa Clara
			Foster City	\$204,005	\$300,000	\$2,505,100	0.10	0.12	0.01	San Mateo
			San Ramon	\$204,005	\$300,000	\$2,690,890	0.10	0.12	0.01	Contra Costa
			Los Altos	\$204,005	\$300,000	\$2,532,424	0.10	0.12	0.01	Santa Clara
15R31	Hydrogen Technology & Energy Corporation	Hydrogen Re-Fueling Station	Woodside	\$219,097	\$145,000	\$1,567,728	0.04	0.06	0.01	San Mateo
15R29	Integrays Transportation Fuels, dba Trillium CNG	CNG Re-Fueling Station	Berkley	\$292,942	\$170,500	\$681,999	0.02	0.02	0.01	Alameda
<b>5 Projects</b>				<b>\$ 2,790,500 \$ 30,774,031</b>		<b>0.91 1.13 0.19</b>				

## AGENDA 4 - ATTACHMENT 2

*Summary of all CMP, MSIF and VIP approved/ eligible projects (between 5/6/14 and 4/6/15)*

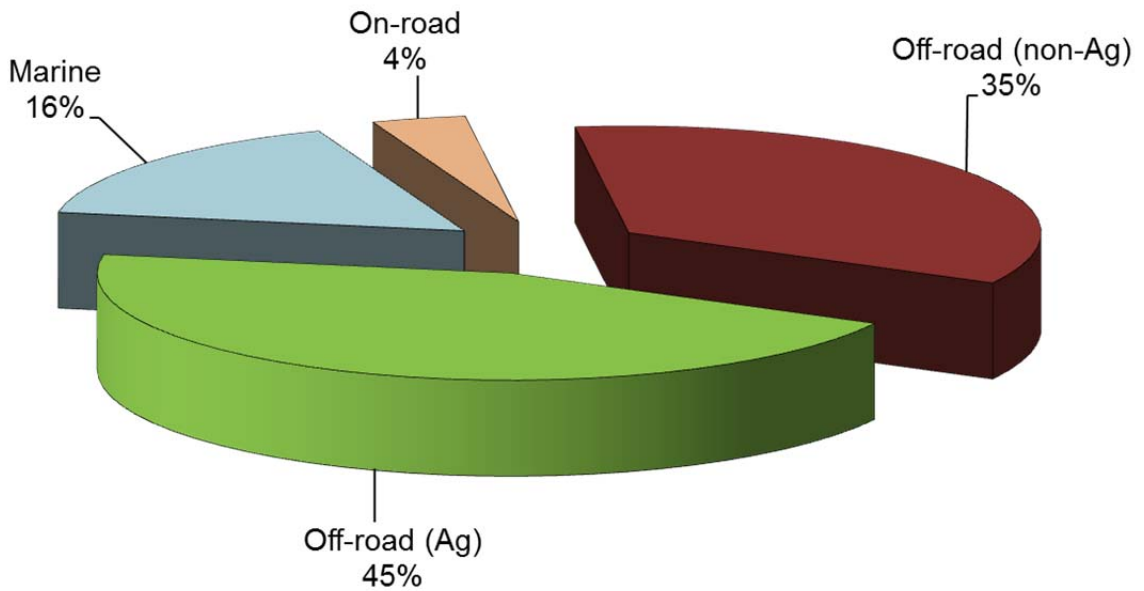
Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
15MOY89	Ag/ off-road	Tractor replacement	1	\$ 23,100.00	Tri-Valley Vineyard Management Inc.	0.061	0.013	0.003	APCO	Sonoma
15MOY120	Ag/ off-road	Tractor replacement	4	\$ 96,346.00	David Pirio Vineyard Management LLC	0.251	0.059	0.020	APCO	Napa
15MOY80	Ag/ off-road	Tractor replacement	2	\$ 59,791.00	Kenzo Estate, Inc.	0.186	0.033	0.015	APCO	Napa
15MOY94	Ag/ off-road	Tractor replacement	2	\$ 85,280.00	Garry Mahrt (Farmer)	0.319	0.060	0.024	APCO	Sonoma
15MOY104	Ag/ off-road	Tractor replacement	1	\$ 38,428.00	Capp Bros Vineyard Management	0.097	0.025	0.010	APCO	Napa
15MOY105	Ag/ off-road	Tractor replacement	1	\$ 40,801.00	Domenico J. Carinalli, Jr.	0.114	0.024	0.006	APCO	Sonoma
15MOY107	Ag/ off-road	Tractor replacement	1	\$ 42,232.00	M. German & Son (Farmer)	0.175	0.032	0.015	APCO	Solano
15MOY108	Ag/ off-road	Tractor replacement	1	\$ 28,704.00	Clementina Biale Vineyards	0.083	0.017	0.006	APCO	Napa
15MOY109	Ag/ off-road	Tractor replacement	1	\$ 47,910.00	Cunningham Dairy	0.243	0.015	0.013	APCO	Sonoma
15MOY97	Ag/ off-road	Tractor replacement	1	\$ 22,580.00	Bowland Vineyard Mgt, Inc.	0.059	0.013	0.003	APCO	Sonoma
15MOY100	Ag/ off-road	Tractor replacement	1	\$ 62,676.00	Custom Tractor Sevice	0.382	0.053	0.019	APCO	Sonoma
15MOY99	Ag/ off-road	Tractor replacement	1	\$ 39,757.00	Regusci Vineyard Management, Inc.	0.104	0.029	0.010	APCO	Napa
15MOY110	Ag/ off-road	Tractor replacement	1	\$ 33,860.00	Roche Winery, LLC.	0.067	0.014	0.006	APCO	Sonoma
15MOY115	Ag/ off-road	Tractor replacement	2	\$ 71,508.00	Nancy and Tony Lilly (Vineyard)	0.220	0.045	0.021	APCO	Sonoma
15MOY118	Ag/ off-road	Tractor replacement	1	\$ 28,898.00	Pina Vineyard Management , LLC.	0.129	0.026	0.009	APCO	Napa
15MOY119	Ag/ off-road	Tractor replacement	2	\$ 58,835.00	Chappellet Vineyard	0.152	0.022	0.009	APCO	Napa
15MOY122	Ag/ off-road	Tractor replacement	1	\$ 32,081.00	Cornerstone Certified Vineyard	0.074	0.016	0.006	APCO	Sonoma
15MOY123	Ag/ off-road	Tractor replacement	1	\$ 71,775.00	Glenn Yenni & Sons, Inc.	0.153	0.029	0.013	APCO	Sonoma
15MOY137	Marine	Engine replacement	2	\$ 99,550.00	Brian Collier (Charter fishing)	0.937	-0.010	0.037	APCO	Contra Costa
15MOY116	Ag/ off-road	Equipment replacement	1	\$ 63,622.00	Morrison Brother's Dairy	0.171	0.042	0.021	APCO	Sonoma
15MOY124	Ag/ off-road	Equipment replacement	1	\$ 46,040.00	Blakes Landing Farms, Inc.	0.116	0.020	0.007	APCO	Marin
15MOY128	Ag/ off-road	Equipment replacement	1	\$ 42,232.00	Deniz Dairy	0.135	0.023	0.008	APCO	Sonoma
15MOY129	Ag/ off-road	Equipment replacement	5	\$ 177,919.00	Colinas Farming Company	0.394	0.090	0.032	10/15/2014	Napa
15MOY136	Ag/ off-road	Equipment replacement	1	\$ 27,480.00	Dirt Farmer & Company	0.052	0.015	0.005	APCO	Sonoma
15MOY133	Ag/ off-road	Equipment replacement	1	\$ 41,017.00	Alta Vineyard Management, Inc.	0.164	0.032	0.009	APCO	Sonoma
15MOY132	Ag/ off-road	Equipment replacement	1	\$ 27,865.00	B Wise Vinyeards, LLC	0.053	0.016	0.005	APCO	Sonoma
15MOY135	Marine	Equipment replacement	2	\$ 68,500.00	San Francisco Bar Pilots	0.399	0.003	0.017	APCO	San Francisco
15MOY130	Off-road	Equipment replacement	2	\$ 188,559.00	Evergreen Materials Inc. DBA Evergreen Supply	1.098	0.162	0.053	10/15/2014	Santa Clara
16MOY2	Ag/ off-road	Equipment replacement	2	\$ 289,836.00	Rankins AG, Inc.	2.947	0.298	0.111	10/15/2014	Contra Costa
16MOY4	Ag/ off-road	Equipment replacement	1	\$ 41,017.00	John Camozzi (Farm/ ranch)	0.176	0.029	0.011	APCO	Sonoma



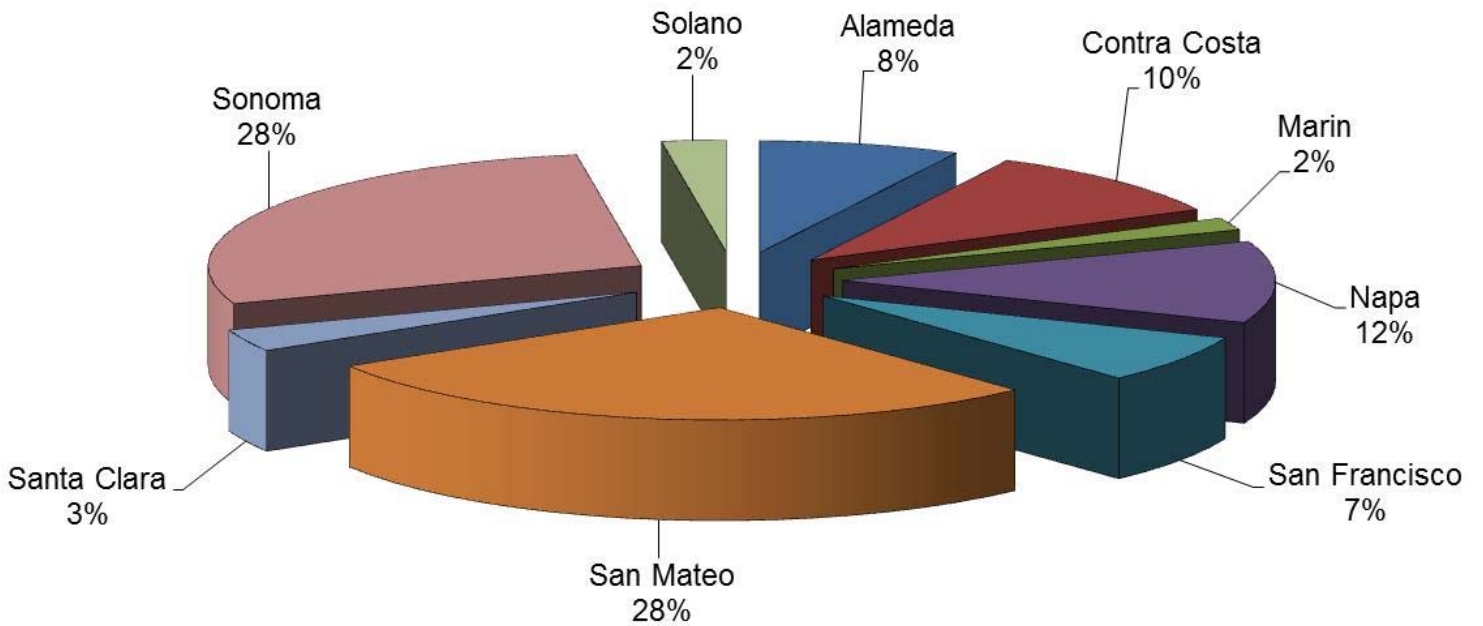
Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
16MOY11	Ag/ off-road	Equipment replacement	1	\$ 147,264.00	Dolcini Brothers	1.244	0.180	0.064	10/15/2014	Sonoma
15MOY126	Marine	Engine replacement	2	\$ 188,580.00	C & W Diving Services, Inc.	1.524	0.051	0.067	10/15/2014	Alameda
16MOY17	Ag/ off-road	Equipment replacement	1	\$ 126,130.00	Spaletta Ranch	0.305	0.056	0.020	11/17/2014	Sonoma
16MOY9	Ag/ off-road	Equipment replacement	3	\$ 80,510.00	David Arthur Vineyards LLC	0.170	0.045	0.019	APCO	Napa
16MOY19	Ag/ off-road	Equipment replacement	1	\$ 150,014.00	MCE Amos, Inc.	0.677	0.118	0.042	11/17/2014	Sonoma
16MOY10	Ag/ off-road	Equipment replacement	1	\$ 27,277.00	Archangel Investments LLC DBA Baldacci Family Vineyards	0.085	0.017	0.006	APCO	Napa
16MOY16	Ag/ off-road	Equipment replacement	1	\$ 54,694.00	Garvey Vineyard Management, LLC.	0.164	0.040	0.016	APCO	Napa
16MOY20	Ag/ off-road	Equipment replacement	1	\$ 150,014.00	Mulas Dairy, Co.	0.620	0.108	0.039	11/17/2014	Sonoma
16MOY21	Ag/ off-road	Equipment replacement	1	\$ 161,789.00	Louise R. Dei	0.752	0.094	0.032	11/17/2014	Sonoma
16MOY22	Ag/ off-road	Equipment replacement	4	\$ 115,896.00	FN Viticultures, LLC DBA Vinescape	0.453	0.081	0.039	11/17/2014	Napa
16MOY13	Marine	Engine replacement	1	\$ 74,410.00	Pound the Zone Fishing	0.379	0.003	0.014	APCO	Contra Costa
15MOY125	Marine	Engine replacement	2	\$ 99,730.00	C & W Diving Services, Inc.	0.272	-0.009	0.017	APCO	Alameda
15MOY121	Marine	Engine replacement	2	\$ 123,860.00	C & W Diving Services, Inc.	0.399	0.016	0.017	11/17/2014	Alameda
16MOY14	Marine	Engine replacement	2	\$ 136,295.00	Bouna Pesca L.L.C.	0.576	-0.008	0.022	11/17/2014	Monterey
16MOY8	Marine	Engine replacement	2	\$ 33,675.00	Blue and Gold Fleet L.P.	0.268	0.006	0.019	APCO	San Francisco
16MOY30	Off-road	Equipment replacement	1	\$ 191,400.00	W.R. Forde Associates	1.130	0.140	0.054	11/17/2014	Contra Costa
16MOY12	Ag/ off-road	Equipment replacement	1	\$ 48,860.00	James Mclsaac dba Mclsaac Dairy	0.113	0.027	0.014	APCO	Marin
16MOY27	Marine	Engine replacement	1	\$ 49,155.00	Mendler Brothers Fish LLC	0.231	0.004	0.009	APCO	Contra Costa
16MOY26	Marine	Engine replacement	2	\$ 46,000.00	Golden Gate Scenic Steamship Corp. dba Red and White Fleet	0.350	0.000	0.027	APCO	San Francisco
16MOY6	Marine	Engine replacement	2	\$ 227,250.00	Captain Joe's Sportfishing	0.951	0.025	0.044	2/18/2015	San Francisco
16MOY28	Marine	Engine replacement	2	\$ 149,650.00	Amigo Adventure	1.747	0.024	0.067	2/18/2015	San Francisco
16MOY1	Off-road	Equipment replacement	3	\$ 73,305.00	American Soil Products, Inc.	0.239	0.066	0.027	APCO	Alameda
16MOY34	Marine	Engine replacement	1	\$ 56,425.00	Pound the Zone Fishing DBA Pound the Zone Fishing	0.207	0.005	0.008	APCO	Contra Costa
16MOY33	Off-road	Equipment replacement	87	\$ 2,540,187.00	United Airlines, Inc.	14.292	2.158	0.858	TBD	San Mateo
16MOY29	Ag/ off-road	Equipment replacement	2	\$ 224,076.00	Sprague Custom Farming, LLC	0.909	0.093	0.034	TBD	Sonoma
16MOY39	Ag/ off-road	Equipment replacement	6	\$ 188,687.00	Dutton Ranch corp.	0.778	0.182	0.056	TBD	Sonoma
16MOY23	Ag/ off-road	Equipment replacement	2	\$ 57,408.00	Huneus Vintners, LLC.	0.304	0.079	0.033	APCO	Napa
16MOY5	Marine	Engine replacement	2	\$ 68,000.00	Squalicum Mountain Enterprises	0.281	0.005	0.011	APCO	Marin
16MOY18	Off-road	Equipment replacement	1	\$ 52,876.00	F.A. Maggiore & Sons, LLC	0.322	0.054	0.016	APCO	Contra Costa
16MOY50	Marine	Engine replacement	1	\$ 100,000.00	FV Tradition (Commercial fishing)	1.075	0.019	0.034	APCO	San Francisco
16MOY3	Off-road	Equipment replacement	1	\$ 85,372.00	Dependable Highway Express, Inc.	0.784	0.045	0.014	APCO	Alameda
16MOY25	Ag/ off-road	Equipment replacement	1	\$ 30,098.00	Ramos Vineyards, LLC.	0.073	0.015	0.005	APCO	Napa
16MOY36	Ag/ off-road	Equipment replacement	1	\$ 38,700.00	Sweet Lane Nursery and Vineyards, Inc.	0.041	0.028	0.008	APCO	Sonoma

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
16MOY40	Ag/ off-road	Equipment replacement	3	\$ 128,442.00	M. German & Son Partnership (Vineyard)	0.610	0.129	0.046	TBD	Solano
16MOY41	Ag/ off-road	Equipment replacement	1	\$ 191,816.00	Complete Equipment, Inc.	0.676	0.070	0.024	TBD	Sonoma
16MOY37	Ag/ off-road	Equipment replacement	1	\$ 24,754.00	Martinelli Farms Inc.	0.035	0.020	0.005	APCO	Sonoma
16MOY42	Ag/ off-road	Equipment replacement	3	\$ 80,011.00	Redwood Empire Vineyard Management	0.541	0.116	0.030	APCO	Sonoma
16MOY48	Ag/ off-road	Equipment replacement	5	\$ 168,160.00	Michael Wolf Vineyard Services Inc.	0.595	0.156	0.061	TBD	Napa
16MOY52	Off-road	Equipment replacement	1	\$ 90,670.00	L.H. Voss Materials	0.593	0.061	0.022	APCO	Contra Costa
16MOY53	Ag/ off-road	Equipment replacement	1	\$ 154,536.00	Bar M Dairy, Inc.	0.802	0.113	0.041	TBD	Sonoma
16MOY56	Ag/ off-road	Equipment replacement	1	\$ 161,789.00	Morrison Bros. Dairy	0.962	0.100	0.034	TBD	Sonoma
VIP247	VIP	Truck Replacement	1	\$ 45,000.00	Everardo Espinosa	0.878	0.013	0.000	APCO	Tehama
VIP248	VIP	Truck Replacement	1	\$ 20,000.00	Lupe Laureano	0.400	0.007	0.000	APCO	Santa Clara
VIP250	VIP	Truck Replacement	1	\$ 30,000.00	J/W Sanchez Trucking Co., Inc.	0.581	0.009	0.000	APCO	Alameda
VIP251	VIP	Truck Replacement	1	\$ 45,000.00	Horacio Cardenas	0.851	0.029	0.000	APCO	Solano
VIP252	VIP	Truck Replacement	1	\$ 25,000.00	American Soil Products	0.486	0.007	0.000	APCO	Alameda
VIP254	VIP	Truck Replacement	1	\$ 35,000.00	Rattu Trucking DBA Ramesh Rattu	0.675	0.010	0.000	APCO	Santa Clara
VIP255	VIP	Truck Replacement	1	\$ 15,000.00	Michael Scott Minnis	0.606	0.008	0.012	APCO	Alameda
VIP256	VIP	Truck Replacement	1	\$ 45,000.00	Antonino Esqueda	0.878	0.013	0.000	APCO	Sacramento
VIP257	VIP	Truck Replacement	1	\$ 45,000.00	Gurjot Singh Pawar / Amrik Singh Pawar	0.851	0.029	0.000	APCO	Santa Clara
VIP258	VIP	Truck Replacement	1	\$ 15,000.00	Harjinder Singh	0.606	0.008	0.012	APCO	Alameda
VIP259	VIP	Truck Replacement	1	\$ 20,000.00	Martin Minh Ngo	0.812	0.011	0.016	APCO	Alameda
<b>82 Projects</b>			<b>214</b>	<b>\$ 9,235,964.00</b>		<b>53.662</b>	<b>5.921</b>	<b>2.582</b>		

**Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 4/6/15**

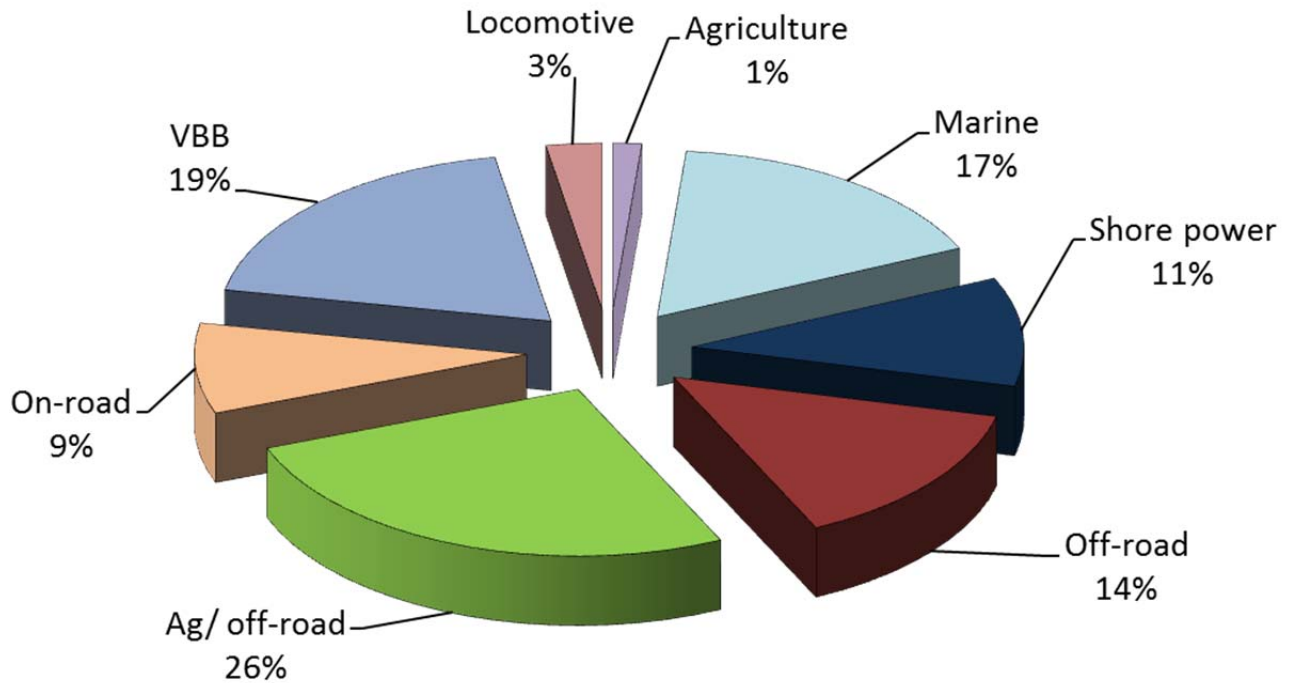


**Figure 2: CMP/ MSIF Funding Distribution by County as of 4/6/15**

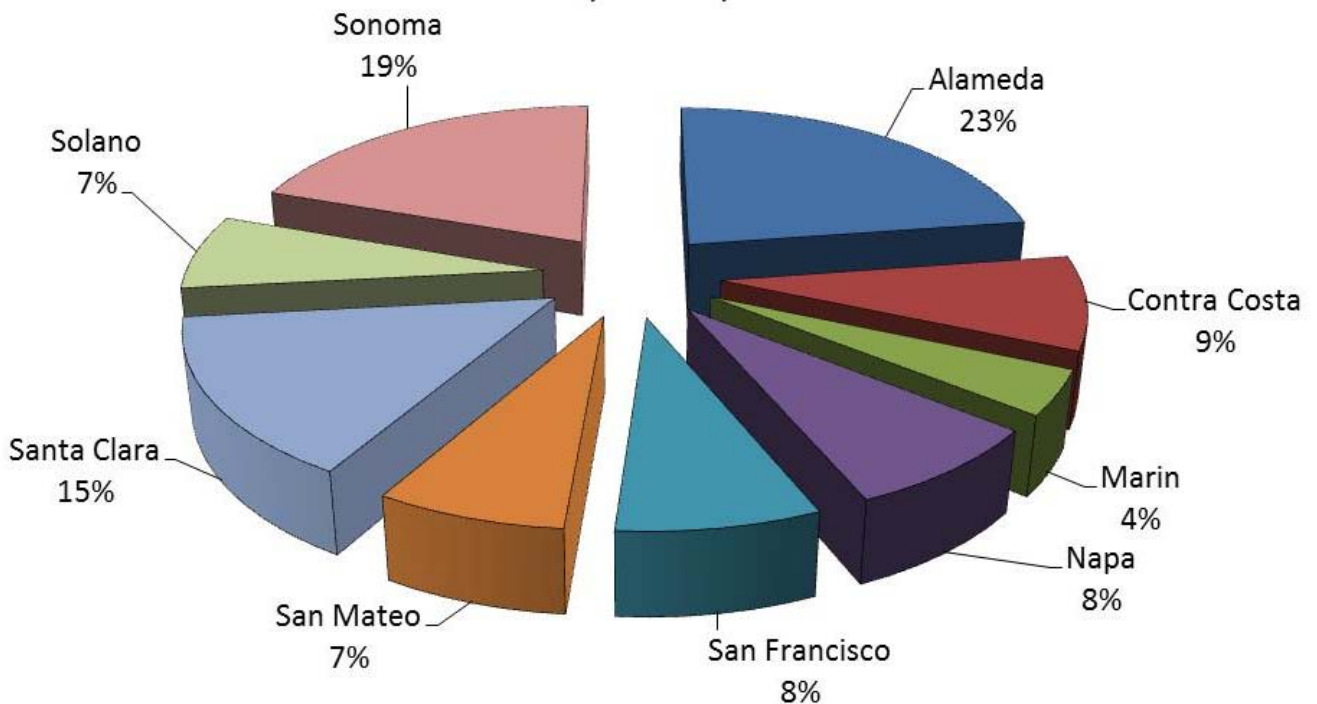


## AGENDA 4 - ATTACHMENT 3

**Figure 3:** CMP, MSIF, VBB and VIP funding since 2009 by equipment category



**Figure 4:** CMP, MSIF, VBB and VIP funding since 2009 by county



## AGENDA 4 - ATTACHMENT 4

*Summary of all awarded FYE 2015 TFCA projects (As of 4/6/15)*

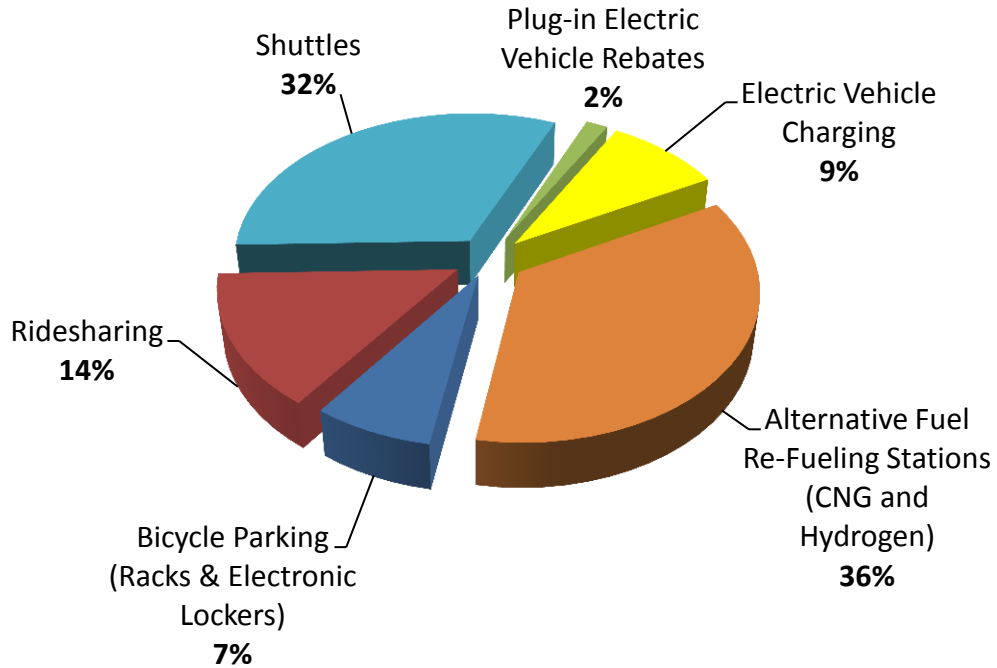
Project #	Project Category	Project Type	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	County
					NO <sub>x</sub>	ROG	PM		
14PEV001	Plug-in Electric Vehicle (PEV)	PEV Rebate for twenty four (24) vehicles	\$60,000	County of Alameda, General Services Agency	0.009	0.012	0.001	APCO	Alameda
14PEV002	PEV	PEV Rebate for twenty two (22) vehicles	\$55,000	County of Sonoma	0.008	0.011	0.001	APCO	Sonoma
14PEV003	PEV	PEV Rebate for one (1) vehicles	\$2,500	City of Morgan Hill	0.0002	0.0002	0.00003	APCO	Santa Clara
14PEV004	PEV	PEV Rebate for three (3) vehicles	\$7,500	City of Oakland	0.001	0.001	0.0001	1/21/15	Alameda
14PEV005	PEV	PEV Rebate for four (4) vehicles	\$5,500	San Francisco Public Works	0.001	0.001	0.0001	1/21/15	San Francisco
14PEV006	PEV	PEV Rebate for one (1) vehicle	\$1,000	Ross Valley Fire Department	0.0003	0.0004	0.000002	3/26/15	Marin
14EVSE01	PEV Charger	2 Direct-Current (DC) fast chargers in Redwood City	\$40,000	Green Charge Networks, LLC	0.016	0.021	0.002	6/19/14	San Mateo
15DCFC03*	PEV Charger	2 DC fast chargers in Alameda	\$84,912	Alameda Municipal Power	0.016	0.021	0.002	5/21/14	Alameda
15DCFC01*	PEV Charger	2 DC fast and 8 L2 chargers in Rohnert Park	\$146,396	Federated Indians of Graton Rancheria	0.032	0.041	0.004	10/15/14	Sonoma
15DCFC02*	PEV Charger	2 DC fast and 4 L2 chargers in Fremont and Sunol	\$160,000	Resurgens Renewables, LLC	0.024	0.031	0.003	10/15/14	Alameda
15DCFC04*	PEV Charger	4 DC fast chargers at San Francisco International Airport (SFO)	\$272,000	City and County of San Francisco, Airport Commission	0.033	0.042	0.004	10/15/14	San Mateo
15R05	Ridesharing	Regional Rideshare Program	\$1,000,000	Metropolitan Transportation Commission	19.546	20.615	18.197	11/17/14	Regional
15R06	Ridesharing	SJSU Ridesharing & Trip Reduction	\$140,000	Associated Students, San Jose State University	0.659	0.644	0.537	11/17/14	Regional
15R07	Shuttle	ACE Shuttle 53 & Shuttle 54	\$183,500	San Joaquin Regional Rail Commission	0.440	0.360	0.400	11/17/14	Contra Costa
15R11	Shuttle	Broadway Shuttle	\$229,173	City of Oakland	0.547	0.398	0.437	11/17/14	Alameda
15R12	Shuttle	ACE Shuttle Bus Program	\$960,000	Santa Clara Valley Transportation Authority	3.429	3.819	3.487	11/17/14	Santa Clara
15R13	Shuttle	Caltrain Shuttle Program	\$992,528	Peninsula Corridor Joint Powers Board	3.968	3.212	3.777	11/17/14	San Mateo
15R16	Shuttle	Embarcadero Cove Pilot Shuttle	\$56,092	County of Alameda	0.079	0.081	0.071	11/17/14	Alameda
15R17	Shuttle	PresidiGo Shuttle	\$75,000	Presidio Trust	0.324	0.328	0.294	11/17/14	San Francisco
15R18	Electronic Bicycle Locker	Twenty-eight (28) Quads at BART Stations (112 bike capacity)	\$280,000	Bay Area Rapid Transit District	0.089	0.128	0.070	2/9/15	Regional
15R19	Electronic Bicycle Locker	Ten (10) Quads at UC Berkeley (40 bike capacity)	\$25,000	University of California, Berkeley	0.008	0.011	0.008	APCO	Alameda
15R21	Electronic Bicycle Locker	Twelve (12) Quads at Emeryville Bay Street (48 bike capacity)	\$30,000	City of Emeryville	0.010	0.014	0.007	APCO	Alameda
15R22	Electronic Bicycle Locker	Sixteen (16) Quads at Redwood City Caltrain Station (64 bike capacity)	\$40,000	Peninsula Corridor Joint Powers Board	0.013	0.018	0.010	APCO	San Mateo
15R23	Electronic Bicycle Locker	Eleven (11) Quads at Capital Corridor Station (44 bike capacity)	\$90,000	Capitol Corridor Joint Powers Authority	0.035	0.050	0.027	1/30/15	Regional
15R24	Electronic Bicycle Locker	Two (2) Quads at NCTPA Transit Properties (8 bike capacity)	\$20,000	Napa County Transportation and Planning Agency	0.006	0.009	0.005	2/2/15	Napa
15R25	Electronic Bicycle Locker	One (1) Quad at Family Justice Center (4 bike capacity)	\$10,000	City of Richmond	0.003	0.005	0.002	2/5/15	Contra Costa
15R26	Electronic Bicycle Locker	One (1) Quad at Civic Center (4 bike capacity)	\$10,000	City of Concord	0.003	0.005	0.002	2/13/15	Contra Costa
15BR001	Bicycle Rack	Ten (10) bike racks (80 bike capacity)	\$4,800	Los Altos High School	0.002	0.002	0.0010	12/29/14	Santa Clara
15BR003	Bicycle Rack	Seven (7) bike racks (14 bike capacity)	\$839	Town of Yountville	0.000	0.000	0.0002	1/21/15	Napa
15BR004	Bicycle Rack	Six (6) bike racks (44 capacity)	\$2,640	Fremont High school	0.001	0.001	0.0007	2/19/15	Santa Clara
15BR005	Bicycle Rack	Seventy-nine (79) bike racks (196 capacity)	\$8,880	Palo Alto Unified School District	0.003	0.004	0.002	2/26/15	Santa Clara
15BR006	Bicycle Rack	Fifty (50) bike racks (100 bike capacity)	\$2,644	City of Calistoga	0.001	0.001	0.0007	2/26/15	Napa
15BR007	Bicycle Rack	Eight (8) bike racks (64 bike capacity)	\$3,840	Dublin High School	0.001	0.002	0.0010	2/26/15	Alameda
15BR008	Bicycle Rack	Forty-three (43) bike racks (188 bike capacity)	\$11,167	County of Napa	0.004	0.005	0.003	2/26/15	Napa
15BR010	Bicycle Rack	Thirty (30) bike racks (100 bike capacity)	\$3,000	San Francisco State University UPM	0.001	0.001	0.001	2/26/15	San Francisco
15BR011	Bicycle Rack	Forty (40) bike racks (80 bike capacity)	\$4,800	Town of Windsor	0.002	0.002	0.0010	3/9/15	Sonoma
15BR012	Bicycle Rack	One hundred twenty-five (125) bike racks (250 bike capacity)	\$15,000	City of Union City	0.005	0.007	0.004	3/23/15	Alameda
<b># of Projects: 37</b>			<b>\$5,033,711</b>		<b>29.32</b>	<b>29.90</b>	<b>27.36</b>		

\*Award amount reflects TFCA and CEC funds awarded. On July 8, 2014, the California Energy Commission (CEC) provided co-funding in the amount of \$449,708 to the Air District for the deployment of 10 direct current (DC) fast chargers and 12 level 2 chargers at six Bay Area locations.

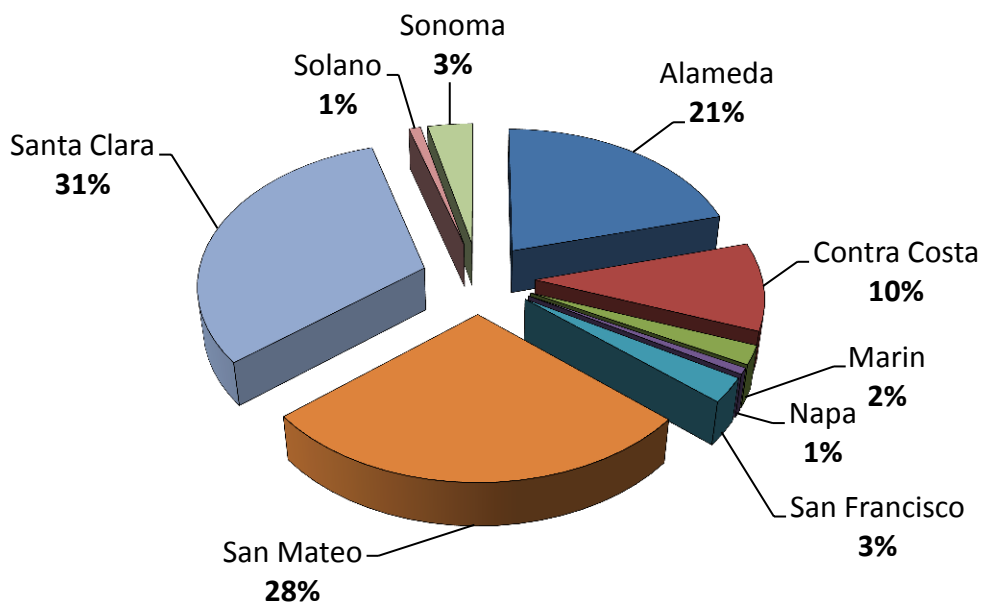
## AGENDA 4 - ATTACHMENT 5

Summary of FYE 2015 TFCA funds distributed by county and project category, as of 4/6/15\*

**Figure 1: TFCA FYE 2015 Funding Distributed by Project Category\***



**Figure 2: TFCA FYE 2015 Funding Distributed by County\***



\*Award amount reflects TFCA and CEC funds awarded. On July 8, 2014, the California Energy Commission (CEC) provided co-funding in the amount of \$449,708 to the Air District for the deployment of 10 direct current (DC) fast chargers and 12 level 2 chargers at six Bay Area locations

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: April 9, 2015

Re: Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) Funding  
Allocations

---

RECOMMENDED ACTIONS

Recommend Board of Directors:

1. Allocate \$13.77 million in new Transportation Fund for Clean Air (TFCA) revenue to the programs listed in Table 1;
2. Authorize the proposed cost-effectiveness limits for the Air District sponsored programs listed in Table 2;
3. Authorize the Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000 for projects and programs listed in Table 1; and
4. Authorize the Executive Officer/APCO to execute all contracts necessary to accept, appropriate, and expend Congestion Mitigation Air Quality (CMAQ) funding awarded by the Metropolitan Transportation Commission (MTC).

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Each year, the Air District's Board of Directors (Board) allocates funding and adopts cost-effectiveness criteria that govern expenditure of TFCA funding.

Sixty percent of TFCA funds are awarded directly by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Vehicle Buy Back Program) and to a program referred to as the TFCA Regional Fund. For the past five years, TFCA funds have been primarily focused on eligible project categories that significantly reduce criteria pollutants as well as greenhouse gases (GHGs), including trip reduction projects (e.g., bicycle parking and shuttles) and alternative fuel vehicle-based projects (e.g., electric vehicles).

With more than 5.5 million on-road motor vehicles in the region, tailpipe emissions account for more than 40% of the criteria air pollutants and about 36% GHGs generated in the Bay Area<sup>1, 2</sup>. For this reason, emission reductions from the on-road transportation sector are essential to attaining State and Federal ambient air quality standards and to meeting the region's GHG reduction commitments.

## DISCUSSION

In developing this recommendation, staff evaluated which incentive programs have been the most successful in helping the region to achieve its emissions reductions targets. Staff analyzed alternative scenarios and determined that a portfolio approach consisting of multiple emissions reduction strategies would be the most effective and most consistent with prior Board direction. To this end, staff is recommending that \$13.77 million in new TFCA monies be allocated to the programs listed in Table 1. This table also shows how each program will be administered (Regional Fund or Air District-sponsored) and the amount of prior year TFCA monies that are also available to each program.

**Table 1 - Proposed Programs and TFCA Funding for FYE 2016 (in Millions)**

<b>Program Categories</b>	<b>Air District-Sponsored or Regional Fund</b>	<b>New TFCA Monies</b>	<b>TFCA Monies from Prior Years*</b>	<b>Total \$ Available in FYE 2016</b>
<b>Trip Reduction:</b> ( <i>Shuttles, Rideshare, Pilot Trip Reduction</i> )	Regional Fund	\$4.00	\$0.36	\$4.36
<b>Bicycle Facilities:</b> ( <i>Electronic Bicycle Lockers, Bikeways</i> )	Regional Fund	\$3.50	\$0.34	\$3.84
<b>Bicycle Facilities:</b> ( <i>Bicycle Racks</i> )	Air District			
<b>Clean Air Vehicles:</b> ( <i>PEVs (for Public Agencies), Charging Stations and Outreach</i> )	Air District	\$3.32* *	\$10	\$13.32
<b>Clean Air Vehicles:</b> ( <i>PEVs for all entities</i> )	Regional Fund			
<b>Spare the Air</b>	Air District	\$1.35	\$0	\$1.35
<b>Enhanced Mobile Source Enforcement/Commuter Benefits</b>	Air District	\$1.45	\$0	\$1.45
<b>Vehicle Buy Back</b>	Air District	\$0.15	\$0	\$0.15
<b>Total Available Funding:</b>		\$13.77	\$10.70	\$24.47

\* Carryover from prior year TFCA is an estimate of the remaining prior year funds and may be less than what is indicated in the table since that funding is currently available to projects in the FYE 2015 cycle.

<sup>1</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Criteria Air Pollutants Base Year 2011](#), May 2014.

<sup>2</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011](#), January 2015.



*\*\* This amount includes \$2,820,000 of new TFCCA monies and \$500,000 in CMAQ funding that was recently awarded by MTC. CMAQ funding will be used to provide additional funding to sponsors of PEV and charging station projects for signage and qualifying outreach activities.*

A narrative description of the recommend programs (listed in Table 1) is provided below:

- ***Trip Reduction***

Reducing motor vehicle trips is a key strategy to reducing mobile source emissions. For more than 20 years, TFCA has funded shuttle/feeder bus and regional ridesharing services, which have contributed to the reduction of mobile source emissions in the Bay Area. However, as the Bay Area's average auto fleet becomes cleaner, the mobile source emissions reduction benefits from trips reduced are diminished. Staff has been working to improve the methodology used for evaluating projects' cost-effectiveness to ensure that all of the air quality benefits are properly captured to address this challenge.

Over the past eighteen months, staff has conducted extensive outreach to solicit input from stakeholders and interested parties on options for improving the program in light of this and other programmatic challenges. Staff is currently reviewing public comments received on draft policies for the FYE 2016 cycle, which will propose to expand eligibility to allow innovative cost-effective pilot trip reduction projects, in addition to the traditional shuttle/feeder bus and regional ridesharing services, to be funded.

In order to continue providing TFCA funding for shuttle/feeder bus and regional ridesharing services and to include a new category "pilot trip reduction projects", staff is recommending that up to \$4.36 million to be allocated to the Trip Reduction category in FYE 2016. This amount reflects \$4 million in new TFCA FYE 2016 funds and approximately \$360,000 carryover from the FYE 2015 cycle.

- ***Bicycle Facilities***

Bicycling is one of the primary alternative transportation modes for short-distance trips. The Air District has directly funded bicycle facility improvement projects through the Regional Fund and Air District-sponsored programs for more than 20 years. In recent years, funding for bicycle racks was provided through the Air District-sponsored Bicycle Rack Voucher Program (BRVP) and funding for electronic bicycle lockers was provided through the TFCA Regional Fund. Since 2010, the Board has also authorized TFCA monies to be used to fund the pilot Bay Area Bike Share project.

The Air District's TFCA funds have also helped to fund the construction of more than 190 miles of Bay Area bikeways. These types of projects were last funded by the Air District in FYE 2010; however, based on the availability of TFCA funding and stakeholders' feedback, staff is proposing to re-introduce funding for this project category.

Staff recently received public comments on draft policies for the FYE 2016 cycle, which propose to expand the Bicycle Facilities program to include policies and evaluation criteria

for both bikeway and parking projects. Staff recommends up to \$3.84 million be allocated to the Bicycle Facilities category to support projects that would expand the region's bicycle roadway network and bicycle parking as part of the FYE 2016 cycle. This amount reflects \$3.5 million in new TFCA FYE 2016 funds and approximately \$340,000 carryover from the FYE 2015 cycle.

- ***Clean Air Vehicles***

The Air District views plug-in electric vehicles (PEVs) as a promising technology for reducing tailpipe emissions, thus helping the region achieve local, State, and Federal criteria pollutant and GHG emission reduction targets. Since the re-introduction of PEVs in 2010, the Air District has awarded more than \$6 million in TFCA monies to PEV-related projects. As of December 2014, there were more than 41,000 model year 2010 or newer PEVs registered to Bay Area drivers. While this represents nearly 40% of the PEVs registered in California, it is still less than 1% of the Bay Area's total fleet.

The Air District has established PEV adoption goals of 110,000 PEVs on Bay Area roads by 2020, and 247,000 by 2025. To reach these goals, the Air District developed the Bay Area Plug-in Electric Vehicle Readiness Plan ([www.baaqmd.gov/EVready](http://www.baaqmd.gov/EVready)) in partnership with MTC and the Association of Bay Area Governments (ABAG). The Plan outlines a series of strategies and best practices that can be taken by regional agencies and others to remove potential barriers and accelerate deployment of PEVs. The Plan also identifies the amount of publicly available charging infrastructure that will be needed to support the PEV targets and opportunities for the Air District to focus grant funds to meet the PEV adoption targets.

Following the adoption of the PEV Readiness Plan, the Board authorized and committed an additional \$12.75 million to accelerate the deployment of PEVs and charging infrastructure. That investment consists of \$12.25 million prior year TFCA funds and \$500,000 awarded to the Air District by the California Energy Commission (CEC) in May 2014. In addition, this investment will also be matched by \$500,000 in new CMAQ funding described in the note in Table 1. Staff proposes to use remaining funds allocated for PEV projects (approx. \$10 million), \$2.82 million in new monies, and \$500,000 in new CMAQ monies to provide incentives to the programs listed below and to fund Air District sponsored outreach initiatives aimed at increasing the visibility of electric vehicles:

- ***PEVs (for Public Agencies):*** Funding will be used to provide incentives to public agencies that purchase or lease new clean air vehicles and operate them in the Air District's jurisdiction. The Air District began offering this streamlined rebate program on April 3, 2014, and has to date awarded funding for 55 vehicles to five public agencies (51 battery electric and 4 plug-in hybrid electric). Staff is proposing to continue this program in FYE 2016. Staff will also be evaluating options to also provide incentives for the purchase of zero-emission medium-duty and heavy-duty vehicles and urban buses, and to provide additional funding to agencies that propose to scrap older qualifying vehicles.
- ***PEVs (open to all entities):*** Funding will be used to provide incentives to public and private operators of light-duty vehicle fleets and heavy-duty vehicles and buses that

propose to purchase clean air vehicles in the Air District's jurisdiction. This program differs from the PEV program for public agencies described above in that the program for public agencies is specifically designed to provide funding to agencies that generally have lower mileage as compared with private fleets. Therefore, this program imposes a stricter (lower) cost-effectiveness threshold than the PEV program for public agencies.

- **PEV Charging Stations:** Funding will be used to support deployment of PEV chargers at workplaces, multifamily unit dwellings, and at key destinations. Incentives for chargers were last offered in June 2014 and since then staff has worked to develop program requirements that incorporates feedback received from PEV stakeholders and strategies identified in the Bay Area PEV Readiness Plan. The next solicitation for PEV chargers is anticipated to open in May 2015. As part of this recommendation, staff is proposing that a higher cost-effectiveness threshold (\$500,000/ ton of emissions reduced; up from \$250,000/ton) be allowed for projects that are powered by renewable energy sources (e.g., wind or solar) or that install battery storage or emerging charging technologies. If this recommendation is approved, staff would implement this element effective immediately and include this provision in the upcoming May solicitation.
- **PEV Outreach:** Funding (\$990,000 of the \$13.32 million which includes \$500,000 in CMAQ funding) will be used for outreach and activities that implement the training described in the PEV Plan for local government agencies and the public.
- **Spare the Air:** The "Spare the Air" program continues to be the Air District's flagship public outreach tool for the summer ozone season. Staff is requesting \$1.35 million in new TFCA funding for this outreach program that conducts advertising, media and educational activities to reduce vehicle miles traveled (VMT) and emissions by behavior modification.
- **Enhanced Mobile Source Enforcement:** This program has been refocused to implement enforcement activities associated with the new Commuter Benefits Program. Staff recommends a \$1.45 million allocation for FYE 2016 funding.
- **Vehicle Buy Back:** The VBB is a voluntary grant program that pays \$1,000 for an operating and registered model year 1994 or older vehicle. Vehicles meeting the Vehicle Status Requirements are eligible and those accepted into the program are scrapped. TFCA funding (\$150,000) for this program supports administrative and marketing efforts undertaken by the Air District contractors. This program is primarily funded through the Carl Moyer and MSIF programs, which provides approximately \$7 million annually.

### ***TFCA Cost-Effectiveness***

Cost-effectiveness (C/E) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted particulate matter (PM10) over a project's useful life. Recommendations for cost-effectiveness criteria for programs and projects that are proposed through the Regional Fund will be brought to the Mobile Source Committee and Board for consideration in May 2015. For the Air District sponsored programs, staff recommends maintaining similar C/E levels to those that

were approved by the Board in FYE 2015. The proposed cost-effectiveness levels and Project-Useful-Life (PUL) for each of the Air District sponsored programs is shown in Table 2:

**Table 2 – Proposed cost-effectiveness and PUL for Air District Sponsored Programs**

Program Categories	Max. C/E	PUL	Notes
	(per ton of emissions reduced)	(in Years)	
Bicycle Racks (BRVP)	\$90,000	3	<i>PUL reduced to 3 years (down from 10) – No change to C/E</i>
PEVs for Public Agencies	\$450,000	3	No Change
PEV Outreach	\$250,000	3	No Change
PEV Charging Stations	\$250,000	4	No Change
	\$500,000		<i>New category to allow for higher C/E threshold for proposed projects with renewable energy sources and/or battery storage</i>
Spare the Air	\$90,000	1	No Change
Enhanced Mobile Source Enforcement	\$90,000	1	No Change
Vehicle Buy Back	\$90,000	1	No Change

***Administration***

Per Board of Directors direction on May 21, 2014, it is proposed that the Executive Officer/APCO continue to approve Grant Agreements with individual grant award amounts up to \$100,000. TFCA projects with grant award amounts over \$100,000 will continue to be brought to the Committee for consideration at least on a quarterly basis.

**BUDGET CONSIDERATION / FINANCIAL IMPACT**

None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA Regional Fund program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Karen Schkolnick and Chengfeng Wang  
Reviewed by: Anthony Fournier

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: April 9, 2015

Re: Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) County  
Program Manager (CPM) Expenditure Plans and Request for a Waiver from Sonoma  
County Transportation Authority (SCTA)

---

RECOMMENDED ACTIONS

Recommend Board of Directors:

1. Approve the allocation of FYE 2016 TFCA CPM Funds listed in Table 1;
2. Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for the total funds to be programmed in FYE 2016, listed in Table 1; and
3. Approve a policy waiver to allow SCTA to use FYE 2015 TFCA CPM Funds for an arterial management project.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242. The authorizing legislation requires the Air District Board of Directors to annually adopt policies that govern the use of TFCA funding to maximize emissions reductions and public health benefit. Policies for the upcoming FYE 2016 cycle were adopted by the Air District Board of Directors on November 17, 2014.

By law, forty percent (40%) of these revenues are distributed to the designated CPM in each of the nine counties within the Air District's jurisdiction and the funds are distributed proportionally to the fees generated in each county.

## DISCUSSION

### *Expenditure Plans*

Every year, each CPM submits an expenditure plan application to the Air District specifying the funding available for projects within its county and program administration for the upcoming fiscal year. The authorizing legislation allows CPMs to allocate and use up to 5% of TFCA monies they receive to fund their administrative costs. The authorizing legislation also requires CPMs to allocate their available funds within six months of the Air District Board of Directors' approval of the expenditure plan.

Eight of the nine CPMs submitted compliant expenditure plan applications by the March 3, 2015, deadline. The ninth plan was submitted two days late, on March 5, 2015.

Table 1, below lists the total program funds requested for FYE 2016 by the nine CPMs. The total shown for each county is the sum of the 1) estimated new TFCA funding available<sup>1</sup>, 2) interest earned by the CPMs on TFCA funds received previously, and 3) funds available for reprogramming from CPM projects that were completed under budget or canceled during the previous fiscal year.

**Table 1: FYE 2016 TFCA Funding for County Program Managers**

<b>County Program Manager</b>	<b>Est. New FYE 2016 TFCA Funds</b>	<b>Interest earned on TFCA Funds</b>	<b>TFCA Funds to be Reprogrammed</b>	<b>Total Funds to be Programmed in FYE 2016</b>
Alameda County Transportation Commission	\$1,985,706	\$8,058	\$143,873	\$2,137,637
Contra Costa Transportation Authority	\$1,453,198	\$12,113	\$80,031	\$1,545,342
Transportation Authority of Marin	\$367,731	\$1,963	\$46,555	\$416,249
Napa County Transportation Planning Agency	\$200,052	\$1,983	\$72,801	\$274,836
San Francisco County Transportation Authority	\$770,283	\$2,115	\$123,840	\$896,238
San Mateo City/County Association of Governments	\$1,109,052	\$2,088	\$17,101	\$1,128,241
Santa Clara Valley Transportation Agency	\$2,443,176	\$60,407	\$88,991	\$2,592,574
Solano Transportation Authority	\$344,550	\$754	\$0.00	\$345,304
Sonoma County Transportation Authority	\$589,252	\$5,036	\$12,838	\$607,126
<b>TOTAL</b>	<b>\$9,263,000</b>	<b>\$94,517</b>	<b>\$586,030</b>	<b>\$9,943,548</b>

### *Request for Policy Waiver*

---

<sup>1</sup> Based on the estimated motor vehicle registrations in each county.

TFCA CPM Fund Policy #3 allows CPMs to seek Air District Board of Directors’ approval on a case-by-case basis for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not meet all of the Board-adopted policies. During a review of FYE 2015 projects approved by SCTA, Air District staff determined that the average daily traffic (ADT) and average peak hour traffic volumes for the “Windsor Protective-Permissive Left Turn Phasing” project (shown in Table 2) do not meet the Board-adopted Policy #31 levels, which requires a minimum ADT volume of 20,000 or average peak hour traffic volume of 2,000.

Staff has reviewed SCTA’s request and determined that although the project does not meet the Board-adopted minimum traffic volume requirement, it otherwise conforms to the provisions of HSC section 44241 and all other Board-adopted policies including cost-effectiveness. Therefore, staff is requesting that the Board approve SCTA’s request for a waiver to allow the project to be funded, as allowed by Policy #3.

**Table 2: FYE 2015 Project Requiring Case-by-Case Approval**

Project Name	Description	TFCA CPM Funds	Est. Total Project Cost
Windsor Protective-Permissive Left Turn Phasing	Change 7 signals from protective left-turn phasing to protective-permissive left turn phasing at the following locations: 2 intersections along Brooks Road South, 3 intersections along Old Redwood Highway, and 2 intersections along Shiloh Road.	\$132,941.84	\$132,941.84

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. TFCA CPM revenues are generated from a dedicated outside funding source and are passed through to CPMs.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Linda Hui  
Reviewed by: Karen Schkolnick

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: April 9, 2015

Re: Bay Area Bike Share Update

RECOMMENDATION

Recommend Board of Directors:

- Authorize the Executive Officer/APCO to execute agreements and take the necessary actions to close out the Regional Bay Area Bikeshare pilot project and to transition project assets in accordance with Caltrans' requirements.

BACKGROUND

With more than 5.5 million on-road motor vehicles in the region, tailpipe emissions account for more than 40% of the criteria air pollutants and about 36% GHGs generated in the Bay Area<sup>1, 2</sup>. For this reason, emission reductions from the on-road transportation sector are essential to helping the Bay Area attain State and Federal ambient air quality standards and to meeting the region's GHG reduction commitments. The Bay Area Bike Share pilot project was developed to assess how mode-shift to bicycle sharing for short trips could reduce air pollution by eliminating passenger vehicles trips.

The Bay Area Air Quality Management District (Air District) has served as the lead administrator for the pilot project, which was conducted in partnership with the Metropolitan Transportation Commission (MTC), the City and County of San Francisco, the San Mateo County Transit District, the City of Redwood City, the County of San Mateo, and the Santa Clara Valley Transportation Authority. The pilot project was developed to assess bike share's potential to improve air quality and options for transitioning to a permanent system. MTC is serving as a lead agency for securing funding and developing recommendations to transition from a pilot project to an expanded permanent program for the region.

Funding for the pilot came from public grants and local monies totaling approximately \$11.34 million, which includes funds from the MTC's Congestion Mitigation and Air Quality (CMAQ)

---

<sup>1</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Criteria Air Pollutants Base Year 2011](#), May 2014.

<sup>2</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011](#), January 2015.



funds (\$7.09 million), the Air District's Transportation Fund for Clean Air (TFCA) (\$2.8 million), and local funds from the implementing partner agencies (\$1.45 million). Funding for the Air District's TFCA program is provided by a \$4 surcharge on motor vehicles registered within the Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

As part of this report, Air District staff will present an overview of the Bay Area Bike Share pilot and a summary of the pilot project's preliminary results and accomplishments. MTC staff will be presenting a proposal for post-pilot program expansion.

## DISCUSSION

Bike sharing is similar to car sharing and involves an organized system of bicycles ideal for short distance point-to-point trips, providing users the ability to pick up a bicycle at any self-serve bike station and return it to any bike station located within the system's service area. The Bay Area Bike Share system includes a fleet of tamper- and vandalism-proof bicycles that employ radio-frequency identification smartcards, wireless, and internet technologies to coordinate and track bicycle pick-up, drop-off, and subscriber information.

Bay Area Bike Share launched on August 29, 2013, as the first public bike share service in California and the first regional, multi-city bike share program in the country. The first phase of the pilot included 700 bicycles that are available for check-out from 70 kiosk stations located within the participating pilot communities of San Francisco (350 bikes), Redwood City (70 bikes), Mountain View (70 bikes), Palo Alto (50 bikes), and San Jose (160 bikes). The pilot originally envisioned a 1,000 bike system; however, plans to purchase the 300 additional bikes and 30 additional stations have not been successful. Initially, the plans to expand were delayed due to a disruption in the equipment supply chain and then by a change in the ownership of the systems operator, Alta Bicycle Share, Inc. (Alta). Alta was subsequently purchased by a company that now operates the system under the name of Motivate with the goals of designing, deploying, and managing bicycle share systems in the United States and abroad.

### **Pilot Accomplishments: Air District**

As of March 31, 2015, more than 510,000 trips were taken system-wide on Bay Area Bike Share. During this same time period, more than 6,200 annual memberships and 47,000 casual memberships were sold. This activity has generated a significant amount of usage data and staff has been working with its pilot partners and the system operator to review and analyze the user and financial data in order to evaluate the program results with respect to:

- Vehicle miles traveled (VMT) avoided from mode shift,
- Greenhouse gas and criteria pollution reductions,
- Member travel mode behavior,
- Operating costs by trip and by jurisdiction,
- TFCA cost-effectiveness, and

- Options for system financial self-sustainability.

### **Proposed Expansion and Post-Pilot Transition**

In mid-2014, the Air District's Board approved MTC to take the lead on expansion of the post-pilot Bay Area Bike Share program. Initially, it was envisioned that each agency would continue to contribute funding for program expansion but that the agencies would jointly oversee implementation of the program. As such, MTC began working on expansion-related activities, including securing funding, equipment, and a system operator. MTC staff will be presenting a proposal to transition the system from a publicly funded pilot to a privately funded expanded system sponsored by Motivate. Motivate proposes to bring a total of 850 bikes to Oakland, 400 to Berkeley and 100 to Emeryville, and boosting the number of bikes in San Francisco to 4,500, and the number in San Jose to 1,000. Motivate also plans to add 150 more bikes to the Bay Area Bike Share fleet after the four-phase expansion is complete in late 2017. A complete description of this proposal is included in Attachment 1.

On April 8, 2015, the MTC's Administration Committee tentatively approved MTC's staff proposal. As a follow-up, Air District staff has been working with Caltrans representatives to learn about options for the pilot project's close-out and Caltrans' requirements for transitioning current system assets. Depending on the requirements imposed by Caltrans, the transferring of assets to agencies (MTC, current pilot partners, and/or other Bay Area public agencies) or to Motivate may require them to return the depreciated value of the bike system assets back to Caltrans, the Air District and local agencies. If the Air District Board approves the transfer of assets, the final proposal is expected to go before MTC's full Commission later this spring to approve the terms of the contract between MTC and Motivate.

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

None. The Air District distributes "pass-through" funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Karen Schkolnick and Alix Bockelman /Ursula Vogler (MTC)  
Reviewed by: Anthony Fournier and Damian Breen

Attachment 1: MTC Memo Re: Bikeshare Expansion Proposal: Motivate International, Inc.

## Agenda Item 4



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

## Memorandum

TO: Administration Committee

DATE: April 1, 2015

FR: Executive Director

RE: Bike Share Expansion Proposal: Motivate International, Inc.

### Background

The Bay Area's three-county pilot bike share system is called Bay Area Bike Share. Bike share is an innovative transportation program that offers access to a fleet of bicycles at self-serve stations throughout a defined service area for a short term or on-going membership. It is meant for short trips, serving as active transportation for commutes, errands, and other trips. Bike sharing is a healthy mobility option that can also help facilitate the "last mile" of transit trips or non-auto short trips.

### Bay Area Bike Share Pilot: Background & Performance

In May 2010, for Cycle 1 of the Climate Initiative Innovative Grants program, the Bay Area Air Quality Management District (BAAQMD) and five Bay Area jurisdictions sponsored an application to test the feasibility of a multi-city bike sharing program which, if successful, would be the precursor to a larger regional program. The originally intended investment was approximately \$11.4 million, as shown in the table below; however, only 700 of the planned 1,000 bikes were installed in the pilot, and a portion of the funding remains unspent:

Funding Source	Total Allocated (\$M)	Estimated Spent (\$M)
MTC – CMAQ Funds	\$7.1	\$5.8
BAAQMD – TFCA Funds	\$2.8	\$1.4
Other local cities/CMA	\$1.5	\$1.5
<b>Total</b>	<b>\$11.4</b>	<b>\$8.7</b>

To establish the pilot program, BAAQMD and all five local jurisdictions agreed to terms regarding financial commitment, roles and responsibilities, and implementation policies in a single Intergovernmental Agreement (IGA). BAAQMD then led a procurement on behalf of these partners, and currently holds a contract with the vendor, to supply and operate the pilot program.

Under BAAQMD's leadership, the program launched as a pilot program in August 2013 with 700 bikes deployed across 70 stations in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. The system has seen reasonably good usage in the pilot phase. The vast majority of rides have taken place in San Francisco, where approximately half of the

equipment is stationed. As of March 1, 2015, the system yielded a total of 485,000 trips in the five pilot cities; riders in San Francisco took 436,000 trips overall, or 90% of the total.

Since Bay Area Bike Share's launch in August 2013, San Francisco has exceeded initial usage projections, while the other cities' usage has been lower than expected. The table below shows "trips per bike per day," a measure used to compare bike share utilization among systems. The data covers August 2014 through February 2015. For comparison, Boston averages 2.6 trips/bike/day, Chicago averages 2.2 trips/bike/day, and Minneapolis averages 1.3 trips/bike/day over a full year:

City	Trips per bike per day	Bikes
Mountain View	0.48	54
Palo Alto	0.21	37
Redwood City	0.07	52
San Francisco	2.60	328
San Jose	0.39	129

In a draft evaluation report for MTC's Climate Initiatives Program, ICF International consultants calculated the quantifiable impacts of the program's first year. Survey results show that 12% of all bike share trips would otherwise have been drive-alone trips; therefore, Bay Area Bike Share members reduced GHG emissions by approximately 79 tons from September 2013 through August 2014.

### **Plans for Expansion**

In April 2014, MTC and BAAQMD staffs recommended that each agency assume a different role for the next phase of regional implementation of both the bike share pilot program and the Electric Vehicle (EV) Infrastructure program (initially managed by MTC). Under this proposal, BAAQMD would take the lead role in delivering the expansion of EV charging infrastructure and accelerate the market for EVs, while MTC would take the lead to operate and expand the bike share program. The agencies would jointly oversee the implementation of both Cycle 1 Climate Initiatives Innovative Grant programs; the adjusted roles are intended to make the best use of each agency's respective skills and expertise. Following this adjustment, MTC has taken a leading role in planning for bike share expansion.

In 2014, the Commission approved an additional \$16.4 million for the continuation and expansion of Bay Area Bike Share: in April, \$8.7 million in CMAQ funds (\$2.7 million in Cycle 1 funds and \$6 million in Cycle 2 funds), and in September, \$7.7 million in ATP funds. Also in April 2014, BAAQMD set aside \$1.4 million of the pilot program's \$2.8 million in TFCA funds for expansion. Plans included expanding the pilot to its originally intended 1,000 bikes and procuring an additional 1,500 bikes, for a total of 2,500 bikes regionwide. Based on analysis of potential areas that would result in high ridership, the Cities of Oakland, Berkeley, San Mateo, and Emeryville were selected as new expansion areas for the next phase of the program.

Since fall 2014, MTC and BAAQMD have convened a working group with staff from the pilot communities, staff from communities identified for expansion, and MTC's bike share planning consultant, Toole Design Group, to create a strategic plan for bike share. The strategic plan was designed to address the immediate future of bike share in the Bay Area by evaluating several

topics, including potential governance models, bike share suitability among cities in the region, equity, and projected annual operating subsidy requirements for each city.

Two key issues that emerged from strategic plan development were community resource requirements for bike share and bike share access for disadvantaged communities. The first of these elements describes a set of criteria for a community to consider before joining the bike share program, including commitments from each city to cover ongoing costs and to dedicate staff time. Based on current costs and a planned system size of 2,500 bikes, the projected annual operating subsidy for the system was projected at up to \$1.5 million. The equity component described five priorities for a robust equity program: station siting, discount pricing, language access, program outreach, and transaction access.

### **Industry Evolution**

Since the inception of Bay Area Bike Share in 2011-2012, the bike share industry has seen significant changes to the public/private and public/public organizational structure models. The dominant model for early major U.S. bike share programs involved public ownership of equipment with a private operator. In New York, however, a private operator agreed in 2013 to provide 6,000 bikes at no public cost, in return for retaining sponsorship and advertising rights to the equipment. With major sponsorship funding from Citibank and MasterCard, New York City Bike Share demonstrated that a full-scale bike share program at no public cost is feasible.

Major change also took place within bike share's largest vendor/operator, Alta Bicycle Share (Alta). Alta launched and operated Bay Area Bike Share as BAAQMD's contractor in 2013 and 2014, adding the Bay Area to the list of Alta systems that included Boston, Chicago, New York, Seattle, and Washington, D.C. Due to a supplier bankruptcy in late 2013, Alta was unable to provide its systems with expansion equipment throughout most of 2014. However, in October 2014, Motivate International, Inc. (Motivate), a company backed by executives from The Related Companies and Equinox Holdings, Inc., purchased Alta. Motivate restructured its corporate office, took over operations for each Alta system, and created its own supply chain for producing bikes. After meeting with staff from MTC, BAAQMD, and participating cities in late 2014, Motivate made an unsolicited proposal to MTC and select Bay Area cities to be the exclusive supplier and operator of bike share in the Bay Area at no public cost, following the New York City model. The 2014 Motivate financial report will be available by the May Commission meeting for Commissioner review.

### **Proposed System Expansion and Terms**

Motivate's proposal for the Bay Area includes a ten-fold expansion of the existing system. Highlights from the term sheet found in Attachment A are outlined below.

#### *System Size and Location:*

The breakdown of bikes by city reflects Motivate's initial system planning, based on expected ridership demand. One hundred fifty of the 7,000 bikes will be placed following final planning, with at least 50 of these to be located in the East Bay.

<b>City</b>	<b>Bikes</b>
Berkeley	400
Emeryville	100
Oakland	850
San Francisco	4,500
San Jose	1,000
TBD	150
<b>Total</b>	<b>7,000</b>

*Term:*

The proposed term of 10 years could be reduced to five years if Motivate does not achieve the installation deadlines listed in the table below for each of San Francisco, the East Bay, and San Jose. Timely installation depends on Motivate having permits in hand a reasonable amount of time prior to each deadline, given the lead time associated with ordering all necessary equipment. Therefore, Motivate and the cities will share responsibility for selecting potential station sites, developing site plans, and approving permits in a timely fashion.

<b>Month</b>	<b>Share of Bikes to be Deployed</b>
June 1, 2016	25%
October 1, 2016	15%
April 1, 2017	30%
November 1, 2017	30%

*Performance Requirements:*

To ensure smooth and continued program operation, MTC has developed a series of key performance indicators (KPI) to continually evaluate Motivate’s performance, and Motivate will pay fines if it fails to meet the KPIs. In addition, Motivate will maintain a security fund of \$250,000 to act as a standby reserve for emergency payments and other incidents. Moreover, MTC will have the option to declare Motivate in default of the contract in the event of bankruptcy or persistent failure to meet KPIs. Following the initial term, MTC has the option of renewing for two additional five-year terms if Motivate is in substantial compliance with the terms of the contract.

*Advertising and Sponsorship:*

In exchange for providing a major expansion and all required operations and maintenance, Motivate will own all bike share equipment and will retain sponsorship and advertising rights on physical and digital assets, subject to local restrictions. MTC will have approval rights over title sponsorship and branding and will consult with participating cities in determining approval.

*Option to Buy In for Other Cities:*

The cities included in the currently proposed system, as well as any other municipality in the nine-county MTC region, may contribute public funding for additional bikes and stations, which will be interoperable with the existing system. Following expression of interest from a municipality within the MTC jurisdiction, Motivate will enter into good faith negotiations with MTC and the municipality to provide equipment and operations services at a to-be-negotiated, per-dock fee.

*Expanded Usage and Availability in Communities of Concern:*

Motivate has agreed to support low-income and Limited English Proficiency membership efforts through pricing and station siting. The discount pricing membership is proposed to cost \$60 annually, or \$5/month, and Motivate will offer this option to all eligible individuals at no cost to MTC. MTC staff has identified PG&E's California Alternate Rates for Energy (CARE) program, a utility discount program for households that make less than twice the federal poverty level, as a standard for establishing discounted membership eligibility. In the Bay Area, 20% of households participate in the program – 520,000 households out of 2.6 million – which equals approximately 1.4 million people. The table below displays CARE data for participating cities:

City	CARE Enrolled Households	Total Households	CARE Enrollment %
Berkeley	6,000	46,000	13%
Emeryville	850	6,000	14%
Oakland	49,000	154,000	32%
San Francisco	64,000	346,000	18%
San Jose	73,000	301,000	24%
<b>Total</b>	<b>192,850</b>	<b>853,000</b>	<b>23%</b>

Source: Pacific Gas and Electric Company; 2010 Census through [www.bayareacensus.ca.gov/](http://www.bayareacensus.ca.gov/)

Motivate has also agreed to allow discount program members to pay on a monthly basis to enhance affordability. In addition to discount pricing, Motivate will work with cities to place at least 20% of stations in MTC-designated Communities of Concern. In Oakland, Motivate will make a special effort to fulfill the city's plan for stations in West Oakland and East Oakland.

MTC staff also recommends using program funds previously set aside in 2014 (up to \$1 million, over three years) to provide alternative language access to program materials, conduct market research and outreach for hard-to-reach bike share target groups, and create an unbanked/cash access program. These additional efforts are intended to remove barriers to membership and enable everyone in participating jurisdictions to benefit from the program.

**Sole Source Justification**

MTC staff recommends entering into a sole source agreement with Motivate for a number of compelling business reasons. First, Motivate's proposed system is a much larger expansion – 6,300 bikes instead of 1,800 – than was anticipated through the public procurement process, at no public cost for initial capital or ongoing operations and maintenance cost. Second, the pre-project and ongoing administrative burden and cost of a fully private system will be significantly reduced in regards to procurement development, consultant needs, contract administration, permitting, and marketing. Finally, Motivate brings the most bike share business experience in the country while serving as equipment vendor, product installer, operations and maintenance provider, and sponsorship administrator.

Fully private funding means that public funds originally intended for bikes and stations can instead be reprogrammed, and no agency in the region will need to contribute to combined annual subsidies of up to \$1.5 million to operate the originally planned system. Moreover, bike share programs across the country have found much stronger usage with launching large systems

than with expanding in phases, and Motivate's proposed system would implement this "big bang" strategy in the near term, removing the need to capture additional grants for system expansion.

The currently proposed system also gives MTC a chance to deploy a new public-private partnership model for transportation system delivery on a mobility option that has been identified in Plan Bay Area, with only private funds. Moreover, the nature of the proposal and Motivate's business model mean that the contractor is incentivized to increase ridership while following MTC's KPIs.

The potential disadvantage of an exclusive, private bike share vendor and operator is a lack of control over the direction and execution of the system. MTC staff recommends mitigating this potential disadvantage through carefully designed contract terms and KPIs, as discussed above, developed from industry best practices.

#### **Next Steps and Current System Transition**

If the Commission authorizes the Executive Director to negotiate and enter into a contract with Motivate, it will be necessary to transition assets from the BAAQMD pilot program to MTC (subject to Air District Board approval). Staff is developing a plan for transferring all existing bike share equipment and associated operating technology, data related to current membership and program administration, and a share of any remaining system revenues from memberships and usage fees, and staff will be working with the Federal Highway Administration to satisfy any Federal requirements attaching to these assets. MTC and Air District staff will jointly present at the Air District Mobile Source Committee in late April and the Air District Board in early May to allow for the execution of this transfer.

Concurrent with completing negotiations with Motivate, staff recommends creating a new Intergovernmental Agreement with all participating cities in support of the terms in Attachment A. Key tasks and issues to be considered in the agreement include permitting processes, parking and permitting fees, possible revenue sharing, advertising and sponsorship limitations, staffing expectations, and project timing.

Staff also recommends establishing agency roles and responsibilities for each of the key tasks listed above. Staff for each participating city will have a significant role in determining bike share service areas, selecting station sites, and performing community outreach, and each city will likely need to commit dedicated staff during the planning and execution phases of this expansion.

Attachment B contains the planned schedule for the contract and the first two iterations of the site selection, permitting, and installation sequence. Motivate has indicated that its launch team prefers to plan and install approximately 80 stations at a time to most efficiently use staff time.



**Recommendation**

Staff recommends that this Committee refer this item to the May Commission meeting for authorization for the Executive Director or his designated representative to negotiate and enter into a contract with Motivate based on the summary of terms in Attachment A, to deliver, own, and operate a bike share system of 7,000 bikes at no cost to taxpayers.



---

Steve Heminger

REQUEST FOR COMMISSION APPROVAL  
Summary of Proposed Contract

Work Item No.: 1125

Consultant: Motivate International, Inc.  
New York, NY

Work Project Title: Sole Source Bike Share Expansion

Purpose of Project: Deliver, install, and operate a 7,000-bike bike share system.

Brief Scope of Work: Implement a bike share system of at least 7,000 bikes and associated stations, including purchase, delivery, and installation of bikes and stations, ongoing operations and maintenance, customer service, and program marketing, at no public cost.

Project Cost Not to Exceed: \$0  
Total approved contract amount based on this action = \$0

Funding Source: N/A

Fiscal Impact: Funds in FY 2014-15 to be reprogrammed.

Motion by Commission: That the Executive Director or his designee is authorized to negotiate and enter into a contract with Motivate International, Inc. for zero cost to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations.

Metropolitan Transportation  
Commission:

---

Dave Cortese, Chair

Approved: Date: May 27, 2015

## Attachment A

## Motivate-MTC Proposed Term Sheet

This term sheet is intended to be used to facilitate discussions between the Metropolitan Transportation Commission (“MTC”) and Motivate International Inc. (“Motivate”) in order to develop a contract for the acquisition, launch and operation of a bike share system in the Bay Area.

Contract Topic	Contract Terms
Equipment Ownership	<p>If required by the FHWA, Motivate will be obligated to purchase the equipment initially acquired with federal funds according to the terms of the FHWA agreement.</p> <p>As currently outlined in the FHWA agreement, any item with a current per-unit FMV of less than \$5,000 will be transferred to Motivate at no cost. For items with a current per-unit FMV of more than \$5,000, the purchase price will be based on the share of federal funding for the project multiplied by the equipment’s FMV, as established by past sales of comparable equipment.</p>
System Size	<p>7000 bikes total</p> <ul style="list-style-type: none"> <li>● 4,500 in SF</li> <li>● 1,000 in San Jose</li> <li>● 1,400 in East Bay (850 in Oakland, 100 in Emeryville, 400 in Berkeley, 50 TBD based on additional system planning analysis)</li> <li>● 100 to be determined during site planning</li> </ul>
Launch Dates	<p>Sites representing 25% of the total bikes for San Jose, East Bay and San Francisco should be approved and permitted by December 30, 2015. Motivate will install these bikes by June 1, 2016.</p> <p>Sites representing an additional 15% of bikes for San Jose, East Bay and SF should be approved and permitted by April 30, 2016. Motivate will install these bikes by October 1, 2016.</p> <p>Sites representing an additional 30% of bikes for San Jose, East Bay and SF should be approved and permitted by November 30, 2016. Motivate will install these bikes by April 1, 2017.</p> <p>Sites for the remaining bikes in San Jose, Easy Bay and SF should be approved and permitted by May 31, 2017. The remainder of bikes shall be installed no later than November 1, 2017.</p>

Contract Topic	Contract Terms
<p>Launch Dates (continued)</p>	<p>Delays in receiving permitted and approved sites by specified dates will result in extension of the installation dates in an amount equal to the delay.</p> <p>The above dates are based on completion of the contract with the MTC by July 31, 2015. If Motivate is negotiating in good faith and the contract signing occurs after July 31, 2015, the above dates will be extended by a duration equal to the difference between the contract signing date and July 31, 2015.</p>
<p>Term</p>	<p>10 year term, reduced to 5 years if Motivate does not achieve the aggregate bike target numbers described above (includes provisions for force majeure and siting issues) or if Motivate is in persistent and material breach of its contractual obligations as of the time renewal is considered in the fourth year.</p> <p>The contract may be extended for two additional five-year terms upon mutual agreement of the MTC and Motivate. If Motivate is in substantial compliance with the terms of the contract, MTC will engage in good faith negotiations to renew the contract on substantially equivalent terms one year prior to the expiration of the current term.</p> <p>MTC will provide notification of non-renewal no later than six months prior to the end of the term. If neither party provides no notice of non-renewal by six months, the contract should be extended for five years on the same terms.</p>
<p>Non-Motivate Sources of Funding</p>	<p>San Jose, San Francisco, Berkeley, Emeryville, and Oakland and any other municipality in the nine-county MTC region may contribute public funding for additional bikes and stations that are interoperable with the existing system.</p> <p>Existing pilot cities other than San Francisco and San Jose that want to continue and/or expand existing system operations after the expiration of the BAAQMD contract can engage in negotiations with Motivate after term sheet signing to develop a new service agreement using public funds.</p> <p>After expression of interest from a municipality within the MTC jurisdiction, Motivate will enter into good faith negotiations with the MTC and municipality to provide equipment and operations services at a to-be-negotiated per dock fee.</p> <p>In addition, Motivate has the right to contract with private entities that want to provide funding for stations and bikes that are situated on privately-owned property.</p>

Contract Topic	Contract Terms
Pricing	<p>\$149 annual pass that can be increased no more than CPI + 2% annually.</p> <p>Annual pass can be paid in 12-monthly installments of no more than \$15.00</p> <p>All other pricing can be set at Motivate's discretion.</p> <p>Motivate will offer a discounted pass set at 40% of the annual price. The discount will be available to customers who are eligible and enrolled in Bay Area utility lifeline programs. If participation in the discounted program is below expectations, Motivate and MTC may mutually agree on other eligibility criteria so long as the eligibility is determined by a third-party.</p>
Revenue Share	<p>User Revenue: 5% of user revenue above \$18,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed will be paid within 120 days of the end of the calendar year.</p> <p>Sponsorship Revenue: 5% of sponsorship revenue in excess of \$7,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed under the sponsorship revenue share agreement in years 1-5 will be deferred and paid in equal installments in years 6-10. For years 6-10, amounts owed under the sponsorship revenue share agreement will be paid within 120 days of the end of the calendar year.</p> <p>The revenue share hurdle will be adjusted for CPI starting in year 2.</p>
Brand Development and Sponsorship	<p>Motivate is responsible for identifying sponsors and developing system name, color, logo and placement of system assets. MTC, in consultation with the cities, will have approval rights over title sponsorship and branding.</p> <p>Motivate will abide by cities' existing guidelines and restrictions with regards to outdoor advertising. Motivate will not choose sponsors that are in age-restricted categories (alcohol, tobacco or firearms), products banned by the local government, or deemed offensive to the general public. Rejection of proposed sponsors by municipalities are limited to the grounds above.</p>

Contract Topic	Contract Terms
Advertising	<p>Motivate will have the right to sell advertising on physical and digital assets. Advertising on physical assets are subject to local restrictions on outdoor advertising.</p>
Siting	<p>Motivate to develop site locations, which will be prioritized based on demand. Motivate will also use city analyses and recommendations already developed where possible.</p> <p>If a city does not approve a proposed site location, they must provide an alternative within one-block.</p> <p>Motivate to provide a 20% minimum placement in communities of concern system-wide.</p> <p>Motivate will work together with cities on community engagement and outreach as part of the station siting process, including necessary business associations and city meetings.</p> <p>Motivate can relocate or resize underperforming stations while maintaining minimum placements in communities of concern.</p> <p>Motivate will hire planning and engineering firms to minimize the cities' costs and resources related to planning. Motivate will discuss staff time requirements with each city and determine ways to reduce demands on staff. If staff time exceeds estimates due to errors or omissions or by Motivate or its contractors, Motivate will reimburse cities for reasonable and documented direct staff time related to these issues.</p> <p>Cities to provide estimates on costs of permits within seven days of signing term sheet. If costs of permits are significant, Motivate will seek a waiver on permit costs given the public benefits of the project. If Motivate and Cities cannot reach agreement on a waiver, Motivate may consider reimbursing actual direct costs incurred by the city to provide the permit (e.g, a field visit by an inspector).</p>
Security Fund	<p>Motivate will provide \$250,000 into a Security Fund account controlled by MTC prior to the installation of the first new station. The Security Fund shall serve as security for the faithful performance by Motivate of all obligations under the contract.</p>

Contract Topic	Contract Terms
Security Fund (continued)	<p>MTC may make withdrawals from the Security Fund of such amounts as necessary to satisfy (to the degree possible) Motivate's obligations under this Agreement that are not otherwise satisfied and to reimburse the MTC or cities for costs, losses or damages incurred as the result of Motivate's failure to satisfy its obligations.</p> <p>MTC shall not make any withdrawals by reason of any breach for which Motivate has not been given notice and an opportunity to cure in accordance with the Agreement.</p> <p>If funds are withdrawn from the Security Fund, Motivate will be required to replenish the Security Fund to an amount equal to \$250,000 on a quarterly basis.</p> <p>Interest in account accrues to Motivate.</p> <p>90 days after the end of the term, any remaining funds will be returned to Motivate.</p>
Liability	Motivate shall defend, indemnify and hold MTC and its officers and employees harmless, to the fullest extent permitted by law, etc. Similar indemnities for cities.
Default	Termination and default clauses include the option to require Motivate to remove equipment, assign or transfer equipment and IP to a third party. IP assignment is limited to the extent needed for a third-party to maintain and operate the system.
Data	<p>All data owned by Motivate. Cities granted a non-exclusive, royalty free, perpetual license to use all non-personal data.</p> <p>Monthly Reports shall be provided for each of the above KPIs and other system data, to be determined.</p>
Responsibilities of Motivate	Brand development, station siting, design, permitting, purchase of equipment and software, installation of bikes and stations, station relocation, equipment replacement, bike share safety training, monthly operating meetings with MTC and cities, marketing, sales and sponsorship, operations and maintenance of system including customer service.

Contract Topic	Contract Terms
Responsibilities of Motivate (continued)	<p>Station relocation by public agencies will require reimbursement of costs incurred by Motivate. However, if a newly installed station is found to be unsuitable by a city for its location, the city may request within 30 days of installation the relocation of a station at Motivate's cost. The number of available free station moves is equal to 10% of the installed station base less any prior moves. For example, if a city has 100 stations installed, they have a total of 10 free station moves less any free station moves used to date. If the system grows to 200 stations, they then have 20 station moves less any station moves used to date.</p>
Site Design and Planning	<p>Motivate will hire a planning and engineering firm with experience in the specific locality to do surveying, site design and permit submission. Motivate will solicit input from each city to help determine its planning and engineering partners.</p> <p>Motivate will hire a community relations firm to assist with organizing and hosting community meetings and to conduct outreach to local residents and businesses.</p> <p>Motivate will use commercially reasonable efforts to subcontract the work to DBEs where possible.</p> <p>Each municipality should provide a point of contact to coordinate the community engagement efforts and the permitting process.</p>
Marketing	<p>MTC, in consultation with the cities, has final approval of marketing plans and activities.</p> <p>MTC, in consultation with the cities has approval over marketing and outreach plans for low-income communities, non-native English speaking populations, and disadvantaged communities. Motivate must do outreach and marketing in Spanish, Chinese and Vietnamese. MTC retains the ability to conduct outreach and program support in low-income and Limited English Proficiency neighborhoods.</p> <p>Motivate's other marketing activities must comply with MTC and local standards for decency and not offend the general public. Motivate will not advertise or promote any products in prohibited categories (tobacco, alcohol, etc.).</p>



Contract Topic	Contract Terms
Parking Meter Revenue	Motivate must make best effort to avoid taking metered parking spaces. If a city requires reimbursement of lost parking meter revenue for a given site, the city must also provide an alternative site location within one city block that is not sited in metered parking areas. Motivate can choose to locate in either site.
KPIs	<p>Key Performance Indicators:</p> <ol style="list-style-type: none"> <li>1. Rebalancing: no station will remain full or empty for more than 3 consecutive hours between 6AM and 10PM.</li> <li>2. Bicycle Availability: the number of bikes available for rent on an average, monthly basis shall be at least 90% of all bikes in service.</li> <li>3. Station Deactivation, Removal, Relocation, and Reinstallation: as notified by MTC, perform the necessary action within the number of days in the established schedule for each task.</li> <li>4. Station/Bike Maintenance, Inspection &amp; Cleaning: check each bike and station at least once per month and resolve each issue within a given time frame.</li> <li>5. Program, Website, and Call Center Functionality: the system, website, and call center shall each be operational and responsive 24/7, 365 days a year.</li> </ol> <p>Liquidated damages related to KPIs may not exceed 4% of annual user revenue for the year.</p>
Transition of Project from Bay Air Quality Management District (BAAQMD) to MTC	Subject to Air District Board approval, BAAQMD, MTC and Motivate will cooperatively develop a plan to effectuate the transfer of the project from the BAAQMD to MTC. The plan will provide for the implementation of new pricing, the continuation of existing memberships, the transfer of system data, the transfer of assets, and any other provision to ensure a seamless transfer and provide Motivate with the ability to operate the system under the MTC contract.
Resolution of Terms with BAAQMD	<p>Resolution includes:</p> <ul style="list-style-type: none"> <li>• Motivate will settle all outstanding claims with the Air District for the amount of \$150,000.</li> <li>• Air District agrees to release funds withheld for billed expenses and to pay all legitimate past and documented unbilled expenses totaling \$582,872 less the \$150,000 settlement amount.</li> <li>• On a go-forward basis, Motivate will be paid for all eligible reimbursable costs per month to the maximum amount of one twelfth of the Annual Operations Fee, or \$136,638.67 per month. Cost caps within categories will not be relevant.</li> </ul>

<b>Contract Topic</b>	<b>Contract Terms</b>
Resolution of Terms with BAAQMD (continued)	<ul style="list-style-type: none"><li data-bbox="597 260 1377 365">• This agreement will resolve prior SLA claims and any other prior potential claims that could be asserted through the date of Settlement.</li></ul>

