



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SCOTT HAGGERTY – CHAIR
JOHN AVALOS
CAROLE GROOM
REBECCA KAPLAN

DAVID CANEPA – VICE CHAIR
TOM BATES
DAVID E. HUDSON
NATE MILEY
KAREN MITCHOFF

THURSDAY
JUNE 30, 2016
9:30 A.M.

1ST FLOOR BOARD ROOM
375 BEALE STREET
SAN FRANCISCO, CA 94105

AGENDA

1. **CALL TO ORDER - ROLL CALL – PLEDGE OF ALLEGIANCE**

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

2. **PUBLIC COMMENT PERIOD**

(Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3) Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 375 Beale Street, San Francisco, CA, 94105 at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.

Staff/Phone (415) 749-

3. **APPROVAL OF THE MINUTES OF FEBRUARY 25, 2016 AND MAY 5, 2016**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meetings of February 25, 2016 and May 5, 2016.

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

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000; allocate TFCA funding as match for California Air Resources Board (ARB) Low Carbon Transportation Greenhouse Gas Emission Reduction Funds (GGRF) and; adopt a resolution that authorizes acceptance, obligation, and expenditure of GGRF funds.

5. **ACCEPT, OBLIGATE, AND EXPEND FUNDING FROM THE BAY AREA CLEAN AIR FOUNDATION (FOUNDATION) AND FROM THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors adopt a resolution authorizing the Bay Area Air Quality Management District (Air District) to accept, oblige, and expend up to \$972,262.70 from the Bay Area Clean Air Foundation (Foundation) and adopt a resolution authorizing the Air District to accept, oblige, and expend up to \$1 million in funds from the U.S. Environmental Protection Agency (EPA).

6. **EMISSIONS REDUCTION FROM AIR DISTRICT GRANT PROGRAMS**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will receive an informational update on emissions reduction results from the grant awards that were made in calendar year 2015.

7. **FISCAL YEAR ENDING 2017 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors approve of the proposed Fiscal Year Ending 2017 Transportation Fund for Clean Air Regional Fund Policies and evaluation criteria.

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, September 22, 2016, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

10. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
mmartinez@baaqmd.gov

(415) 749-5016
FAX: (415) 928-8560
BAAQMD homepage:
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.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District’s policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District’s Non-Discrimination Coordinator, Rex Sanders, at (415) 749-4951 or by email at rsanders@baaqmd.gov.

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 375 Beale Street, Suite 600, San Francisco, CA 94105, 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
375 BEALE STREET, SAN FRANCISCO, CALIFORNIA 94105
FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941

EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

JUNE 2016

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i> - CANCELLED	Monday	20	9:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of each Month)</i> - CANCELLED	Monday	20	10:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i> - CANCELLED	Wednesday	22	9:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i> - RESCHEDULED TO JUNE 30, 2016	Thursday	23	9:30 a.m.	1 st Floor Board Room
Board of Directors Legislative Committee <i>(Meets at the Call of the Chair)</i>	Monday	27	9:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	30	9:30 a.m.	1 st Floor Board Room

JULY 2016

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i> - CANCELLED	Wednesday	6	9:45 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i> - CANCELLED	Monday	18	9:30 a.m.	1 st Floor Board Room
Advisory Council Meeting <i>(Meets at the Call of the Chair)</i>	Tuesday	19	10:00 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of each Month)</i> - CANCELLED	Monday	18	10:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	20	9:45 a.m.	1 st Floor Board Room

JULY 2016

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Climate Protection Committee (Meets on the 3 rd Thursday of every other Month) - CANCELLED	Thursday	21	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee (Meets on the 4 th Wednesday of each Month) - CANCELLED	Wednesday	27	9:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee (Meets on the 4 th Thursday of each Month) - CANCELLED	Thursday	28	9:30 a.m.	1 st Floor Board Room

AUGUST 2016

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

HL – 6/16/16 (12:55 p.m.)

G/Board/Executive Office/Moncal

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: June 14, 2016

Re: Approval of the Minutes of February 25, 2016 and May 5, 2016

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) Meetings of February 25, 2016 and May 5, 2016.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee (Committee) Meetings of February 25, 2016 and May 5, 2016.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Maricela Martinez

Attachment A: Draft Minutes of the Mobile Source Committee Meeting of February 25, 2016
Attachment B: Draft Minutes of the Mobile Source Committee Meeting of May 5, 2016

AGENDA 3A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of February 25, 2016

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 25, 2016

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Member David Hudson called the meeting to order at 9:37 a.m.

Present: Chairperson Scott Haggerty; and Directors John Avalos, Tom Bates, Carole Groom, David Hudson, Nate Miley and Karen Mitchoff.

Absent: Vice-Chairperson David Canepa and Director Jan Pepper.

Also Present: None.

2. PUBLIC COMMENT PERIOD: No requests received.

3. AIR DISTRICT GRANT PROGRAMS OVERVIEW (OUT OF ORDER AGENDA ITEM 5)

NOTED PRESENT: Chairperson Haggerty was noted present at 9:42 a.m.

Karen Schkolnick, Acting Director of the Strategic Incentives Division, introduced the topic and gave the staff presentation *Air District Grant Programs Overview*, including 2015 Strategic Incentives Division (SID) Highlights; 2015 allocations; 2015 allocations by county; 2015 Carl Moyer Program (CMP) allocations; 2015 Transportation for Clean Air (TFCA) Regional Fund allocations; 2015 Mobile Source Incentive Fund (MSIF) and Goods Movement Program (GMP); 2015 emissions reduction; allocations since 2011; and 2016 funding projections and priorities; and new initiatives for 2016.

The Committee and staff discussed the cost-benefit ratio regarding the volume of emissions that were reduced as a result of the District's allocation of \$51 million in 2015; enhanced mobile source enforcement statistics; and an explanation of the colors on the map of slide 13 (*2016 Funding Priorities*) was given.

Ms. Schkolnick concluded the presentation with new initiatives for 2016.

Committee Comments:

The Committee and staff discussed the types of vehicles allowed in the Vehicle Buy Back program; and the process for retiring older vehicles within the program.

Public Comments: No requests received.

Committee Action:

None; receive and file

4. APPROVAL OF THE MINUTES OF JANUARY 28, 2016 (AGENDA ITEM 3)

Committee Comments: None.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion, seconded by Director Mitchoff, to approve the Minutes of January 28, 2016; and the motion carried by the following vote of the Committee:

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

5. PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER \$100,000 (AGENDA ITEM 4)

Ms. Schkolnick introduced Judy Williams, Administrative Analyst of the Strategic Incentives Division, who gave the staff presentation *Projects with Proposed Awards over \$100,000*, including an overview of the CMP, MSIF, and TFCA; CMP year 17; CMP and MSIF awards; TFCA funds; and recommendations.

Committee Comments:

The Committee and staff discussed the relationship between episodic zones and other Community Air Risk Evaluation (CARE) areas; and the accuracy of data in the project chart in Attachment 4, *Summary of all TFCA Approved and Eligible Projects*.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion, seconded by Director Mitchoff, to approve the staff recommendations; and the motion carried by the following vote of the Committee:

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

6. PARTICIPATION IN YEAR 18 OF THE CARL MOYER PROGRAM AND 2016 CALTRAIN FUNDING PLAN

Anthony Fournier, SID manager, introduced the topic and gave the staff presentation *Participation in Year 18 of the Carl Moyer Program and 2016 Caltrain Funding Plan*, including an overview of the program; funding sources; CMP Year 18 funding and implementation; Caltrain Funding Plan; and recommendations.

Committee Comments:

The Committee and staff discussed the accumulation of MSIF revenue; rate of CMP project completion; frequency of reallocation of unexpended MSIF funds; and differentiation between the Caltrain electrification project and California High-Speed Rail project.

Public Comments: No requests received.

Committee Action:

Director Groom made a motion, seconded by Director Avalos, to approve the staff recommendations; and the motion carried by the following vote of the Committee:

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

7. FISCAL YEAR ENDING (FYE) 2017 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUNDING ALLOCATIONS

Ms. Schkolnick introduced Chengfeng Wang, SID Supervisor, who gave the staff presentation *Fiscal Year Ending (FYE) 2017, Transportation Fund for Clean Air (TFCA) Funding Allocations*, including FYE 2017 TFCA Expenditure Plan; trip reduction; bike facilities; clean air vehicles; enhanced mobile source enforcement/commuter benefits; other air district-led programs; cost-effectiveness limits; and staff recommendations.

Committee Comments:

The Committee and staff discussed the cost-effectiveness of different types of vehicles and contracting possibilities of private shuttle operators within the District’s Last-Mile program; the District’s prospect of a zero-emissions vehicle fleet; and the potential for funding autonomous shuttle ride share projects.

Committee Action:

Director Avalos made a motion, seconded by Director Hudson, to approve the staff recommendations; and the motion carried by the following vote of the Committee:

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

8. COMMITTEE MEMBER COMMENTS: None.

9. TIME AND PLACE OF NEXT MEETING:

Thursday, April 28, 2016, Bay Area Air Quality Management District Office, 939 Ellis Street, San Francisco, California 94109 at 9:30 a.m.

10. ADJOURNMENT: The meeting adjourned at 10:55 a.m.

Tom Flannigan
Clerk of the Boards

AGENDA 3B – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of May 5, 2016

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, May 5, 2016

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chair Scott Haggerty called the meeting to order at 9:52 a.m.

Present: Chairperson Scott Haggerty; and Directors Tom Bates, David Hudson, and Rebecca Kaplan.

Absent: Vice-Chairperson David Canepa; Directors John Avalos, Carole Groom, Nate Miley, and Karen Mitchoff.

Also Present: None.

2. PUBLIC COMMENT PERIOD:

No requests received.

3. APPROVAL OF THE MINUTES OF FEBRUARY 25, 2016

There being no quorum present, approval of the minutes was deferred to the next meeting.

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

Ms. Schkolnick introduced Chengfeng Wang, SID Supervisor, who gave the staff presentation *Projects and Contracts with Proposed Grant Awards Over \$100,000* including The Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), and Transportation Fund for Clean Air (TFCA); CMP Year 17; and CMP and MSIF funds awarded as of April 13, 2016 and since 2009.

Committee Comments:

The Committee and staff discussed the percentage of allocations of CMP and MSIF awarded as of April 2016 for Alameda and Santa Clara Counties; and how a county's size relates to its funding allocation score.

Presentation Continued

Mr. Wang continued the presentation with slides including TFCA FYE 2016.

Committee Comments:

The Committee and staff discussed electric vehicle charging station projects and the availability, locations, and signage for the chargers; reservation capabilities; the difference between real-time network chargers and those that lack the capability of displaying current usage; websites for these charging stations and where the information is publicized; proposed total awards versus the total amount of funds available; what happens to residual funds; and types of project applications that are still being accepted.

Presentation Continued

Mr. Wang continued the presentation with slides including TFCA FYE 2016: Pilot Trip Reduction Project (Shared Autonomous Vehicles).

Committee Comments:

The Committee and staff discussed whether or not these autonomous vehicles are electric vehicles; whether or not non-electric vehicles would be considered for the project; and Contra Costa Transportation Authority Project Manager, Jack Hall, and Habib Shamskhov of Stantec Consulting, were acknowledged for their attendance at the meeting and involvement in this project.

Presentation Continued:

Mr. Wang continued the presentation with slides including TFCA funds by project category and county; resolution for Congestion Mitigation and Air Quality (CMAQ) funds; and recommendations.

Public Comments:

None received.

Final Committee Comments:

The Committee and staff discussed common signage used for grant recipients.

Committee Action:

Committee Chair Haggerty took a consensus of the Committee, and members present supported staff recommendations for this item to be sent to the the Board of Directors (Board) for approval on May 18, 2016.

5. SELECTION OF VEHICLE BUY-BACK PROGRAM CONTRACTORS

Ms. Schkolnick introduced Joe Steinberger, Principal Environmental Planner, who gave the staff presentation *Selection of Vehicle Buy Back Program Contractors* including Vehicle Buy Back (VBB) locations; Request for Proposals (RFP) process; vehicle retirement RFP results; direct mail RFP results; and recommendations.

Public Comments:

None received.

Committee Comments:

The Committee and staff discussed how much of the available funding the Air District has utilized in previous years of the program; the number of qualifying vehicles that are still being driven; the prospective retirement of classic cars; the eligibility of RVs, motorcycles, and trucks; the decommissioning process for enrolled vehicles; and the close scores between two direct mail RFP proposers.

Committee Action:

Committee Chair Haggerty took a consensus of the Committee, and members present supported staff recommendations for this item to be sent to the Board of Directors (Board) for approval on May 18, 2016.

6. FISCAL YEAR ENDING (FYE) 2017 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER (CPM) EXPENDITURE PLANS AND PROPOSED AMENDMENTS TO TWO FYE 2017 CPM POLICIES (RIDESHARING AND SHUTTLE/FEEDER BUS SERVICES)

Damian Breen, Deputy Air Pollution Control Officer, introduced Linda Hui, Administrative Analyst, who gave the staff presentation Fiscal Year Ending 2017 Transportation Fund for Clean Air County Program Manager Expenditure Plans and Proposed Amendments to Fiscal Year Ending 2017 County Program Manager Policies, including overview; TFCA background; FYE 2017 funding for County Program Managers; proposed amendments to FYE 2017 CPM policies; and recommendations.

Public Comments:

None received.

Committee Comments:

The Committee and staff discussed policy implications of increasing cost-effectiveness for Existing Regional Ridesharing Services; and whether or not residual funds may be allocated to more successful counties rather than reprogrammed for the next fiscal year.

Committee Action:

Committee Chair Haggerty took a consensus of the Committee, and members present supported staff recommendations for this item to be sent to the the Board of Directors (Board) for approval on May 18, 2016.

7. COMMITTEE MEMBER COMMENTS:

None.

8. TIME AND PLACE OF NEXT MEETING:

Thursday, June 23, 2016, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

9. ADJOURNMENT:

The meeting adjourned at 10:45 a.m.

Marcy Hiratzka
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: June 14, 2016

Re: Projects and Contracts with Proposed Grant 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 as shown in Attachment 1;
2. Allocate up to \$1,151,430 in TFCA funding as match for California Air Resources Board (ARB) Low Carbon Transportation Greenhouse Gas Emission Reduction Funds (GGRF) for zero-emission truck and bus pilot commercial deployment projects using a project cost-effectiveness of \$500,000 per ton of emissions reduced;
3. Adopt a resolution that authorizes the Bay Area Air Quality Management District (Air District's) acceptance, obligation, and expenditure of GGRF funds; and
4. Authorize the Executive Officer/APCO to enter into agreements for the recommended CMP and TFCA projects and with the ARB and partners for the acceptance and expenditure of GGRF funds.

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 18, 2015, the Board of Directors (Board) authorized Air District participation in Year 17 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 HSC Sections 44241 and 44242. Sixty percent of TFCA funds are awarded 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. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA funding.

On May 6, 2015, the Board authorized the allocation of \$13.77 million in new TFCA revenue for Fiscal Year Ending (FYE) 2016 and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with TFCA revenues with individual grant award amounts up to \$100,000.

CMP and TFCA projects with grant award amounts over \$100,000 are brought to the Mobile Source 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.

The ARB is scheduled to consider the Proposed Fiscal Year (FY) 2016-17 Funding Plan for Low Carbon Transportation and Fuels Investments and Air Quality Improvement Program (AQIP) (Funding Plan) on June 23, 2016. \$500 million are proposed in the FY 2016-2017 Funding Plan, which includes funding for zero-emission truck and bus pilot commercial deployment projects.

As part of this report, staff will update the Committee on the provisional results of the ARB Low Carbon Transportation GGRF solicitations and will request the Board adopt a resolution allowing the Air District to accept funding from this source.

DISCUSSION

Carl Moyer Program:

The Air District started accepting project applications for the CMP Year 17 funding cycle on August 17, 2015. The Air District has approximately \$9 million available for CMP projects from a combination of MSIF and CMP funds for the Year 17 cycle. Project applications were accepted and evaluated on a first-come, first-served basis.

As of June 7, 2016, the Air District had received 76 project applications for the CMP Year 17 cycle. Of the applications that have been evaluated between April 13, 2016 and June 7, 2016, two

eligible projects have proposed individual grant awards over \$100,000. These projects will replace two tractors, one motor grader, and two compactors. These projects will reduce over 7.3 tons of NO_x, ROG and PM per year. Staff recommends the allocation of \$1,010,465 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 received by the Air District as of June 7, 2016, 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, MSIF, and VBB funding since 2009 (more than \$120 million awarded to 739 projects).

Transportation Fund for Clean Air:

On May 6, 2015, the Board allocated \$24.47 million in TFCA funding, of which \$13.77 million are new funds for eligible projects in FYE 2016 and authorized cost-effectiveness limits and evaluation criteria for Air District-sponsored FYE 2016 programs. On July 29, 2015, the Board adopted policies and evaluation criteria for the FYE 2016 TFCA Regional Fund program.

As of June 3, 2016 the Air District had received 122 applications for FYE 2016 funding. To date, the Air District has evaluated 116 applications, of which 90 projects were approved or recommended for funding; 20 projects were not recommended; and six applications were withdrawn. Of the applications that were evaluated between April 14, 2016 and June 7, 2016, four eligible projects have proposed an individual grant award over \$100,000:

- Project #16HDZ001 will deploy 15 battery electric 30-foot buses on three shuttle routes operated by University of California, San Francisco (UCSF). These busses will be used to connect UCSF's 25,000+ person network to housing, campuses, hospitals/clinic services, and mass transit.
- Project #16R23 will provide funding to the Bay Area Rapid Transit District (BART) for 20 electronic bicycle locker quads (80 bicycle parking spaces) located in Berkeley, Dublin/Pleasanton, Millbrae, San Leandro, and Union City.
- Project #16HDG001 will scrap one Class 8 model year 2004 truck and deploy 11 zero-emission, battery-electric trucks serving Goodwill's numerous San Francisco facilities. As part of this project the Air District is proposing to provide \$151,430 in TFCA funds to match the \$2,738,557 in state GGRF funds.

- Project #16HDG002 will replace ten 2002 model year urban diesel buses operated by Alameda-Contra Costa Transit District (AC Transit) with ten hydrogen fuel-cell transit buses. The Air District partnered with the Center for Transportation and the Environment, AC Transit, South Coast Air Quality Management District, and the Orange County Transportation Authority on this project, and is proposing to provide \$1 million in TFCA funds for the AC Transit portion of the project as part of the match required for the total \$22,347,502 in state GGRF funds.

Together, the above four projects will reduce about 6.21 tons of NOx, ROG, and PM per year. Staff determined that these projects conform to the provisions of HSC 44241 and the Board-adopted policies and recommends awarding \$1,685,979 to these projects. Attachment 1, Table 2, provides additional information on these projects.

Attachment 4 lists the 90 eligible FYE 2016 TFCA projects that were evaluated by the Air District as of June 6, 2016. In total, these projects represent approximately \$11.6 million in funding awards, which include TFCA funds, \$450,000 in Reformulated Gasoline (RFG) Settlement funds, and \$239,850 in California Energy Commission (CEC) funds. These projects will reduce approximately 58.61 tons of NOx, ROG, and PM, and over 28,000 tons of tailpipe greenhouse gas emissions per year. Approximately 52% of the FYE 2016 TFCA funds awarded have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 5 summarizes the allocation of funding by project category (Figure 1), and county (Figure 2).

Resolution to support GGRF projects #16HDG001 & #16HDG002:

In January of 2016, the Air District submitted applications to ARB in response to the GGRF zero-emission truck and bus pilot commercial deployment project solicitation. On April 14, 2016, the Air District received preliminary funding offers from ARB for projects, contingent upon: ARB's approval of the FY 2016-17 Funding Plan; the appropriation of sufficient FY 2016-17 Low Carbon Transportation funds by the California Legislature by June 30, 2016; and a resolution committing matching funds from the Air District.

Therefore, a resolution must be adopted by the Air District's Board of Directors in order to accept and obligate ARB's GGRF funds for these projects. The resolution in Attachment 6 addresses this requirement and authorizes the Executive Officer/APCO to enter into agreements with the ARB and partners for the acceptance and expenditure of GGRF funds.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Through the CMP, MSIF and TFCA, 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: Anthony Fournier and Ken Mak
Reviewed by: Chengfeng Wang and Karen Schkolnick

- Attachment 1: Summary of Carl Moyer Program/Mobile Source Incentive Fund Projects with grant awards greater than \$100,000 (evaluated 4/13/16 - 6/7/16)
- Attachment 2: Summary of all CMP, MSIF and VIP approved and eligible projects (evaluated 11/20/15 - 6/7/16)
- Attachment 3: Summary of program distribution by county and equipment category for CMP, MSIF, VBB, and VIP funding since 2009
- Attachment 4: Summary of all TFCA approved and eligible projects (evaluated 7/1/2015 - 6/7/16)
- Attachment 5: Summary of FYE 2016 TFCA funds distributed by county and project category, as of 6/7/16
- Attachment 6: A Resolution of the Board of Directors of the Bay Area Quality Management Committing Matching Funds in Support of Application Greenhouse Gas Emission Reduction Fund Applications

AGENDA 4 - ATTACHMENT 1

Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects with grant awards greater than \$100k (Evaluated between 4/13/16 and 6/7/16)

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
17MOY63	Noah Concrete Corporation	Off-road	Replacement of one diesel motor-grader and two diesel compactors.	\$ 813,055.00	\$ 1,125,821.00	5.607	0.591	0.213	Santa Clara
17MOY60	Dwellely Family Farms, LLC	Ag/ off-road	Replacement of two diesel tractors.	\$ 197,410.00	\$ 266,851.37	0.882	0.071	0.024	Contra Costa
2 Projects				\$ 1,010,465.00		6.489	0.662	0.237	

Table 2 - Summary of Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 4/13/16 and 6/7/16)

Project #	Project Sponsor	Project Category	Project Description	City	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
							NO _x	ROG	PM	
16R23	Bay Area Rapid Transit	Bicycle Lockers	Purchase and Install 20 eLocker quads in Berkeley, Dublin/Pleasanton, Millbrae, San Leandro, and Union City	Regional	\$90,000	\$200,000	0.112	0.115	0.116	Alameda/ San Mateo
16HDZ001	UC Regents	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 15 30' all electric buses	San Francisco	\$250,000	\$334,549	0.268	0.033	0.007	San Francisco
16HDG001	Goodwill Industries	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 11 zero-emission battery-electric trucks and scrap one model year 2004 truck	San Francisco	\$138,347	\$151,430	0.296	0.016	0.003	San Francisco
16HDG002	Alameda-Contra Costa Transit District	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 10 zero-emission, hydrogen fuel-cell tranist buses and scrap 10 model year 2002 buses	Regional	\$61,947	\$1,000,000	3.690	1.548	0.007	Alameda/ Contra Costa
4 Projects						\$ 1,685,979	4.367	1.711	0.134	

AGENDA 4 - ATTACHMENT 2

Summary of all CMP, MSIF and VIP approved/ eligible projects (between 11/20/15 and 6/7/16)

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
17MOY5	Ag/ off-road	Equipment replacement	1	\$ 249,000.00	Ironhouse Sanitary District	0.925	0.078	0.027	12/16/2015	Contra Costa
17MOY8	Marine	Engine replacement	1	\$ 117,400.00	Andrew Guiliano, DBA, Andrew Guiliano (Charter fishing)	0.407	0.025	0.015	12/16/2015	Contra Costa
17MOY7	Off-road	Engine replacement	3	\$ 213,500.00	Dees- Hennessey, Inc. (Construction)	0.966	0.109	0.038	12/16/2015	San Mateo
17MOY1	Ag/ off-road	Equipment replacement	3	\$ 126,370.00	Robert Giacomini Dairy, Inc.	0.357	0.055	0.023	12/16/2015	Marin
17MOY2	Ag/ off-road	Equipment replacement	1	\$ 60,710.00	Donald J. Moreda, Sr. (Dairy)	0.190	0.027	0.010	APCO	Sonoma
17MOY3	Marine	Engine replacement	1	\$ 154,500.00	Daniel Lazzari DBA Daniel Lazzari (Commercial fishing)	0.887	0.017	0.032	12/16/2015	San Francisco
16MOY97	Ag/ off-road	Equipment replacement	1	\$ 61,200.00	Imhof Tractor Service, Inc.	0.207	0.007	0.009	APCO	Alameda
17MOY6	Ag/ off-road	Equipment replacement	1	\$ 93,645.00	Gregory Lyons (Lyon's Farms)	0.339	0.048	0.021	APCO	Contra Costa
17MOY11	Ag/ off-road	Equipment replacement	2	\$ 337,232.00	Ben Silacci dba Silacci Dairy	2.628	0.307	0.109	12/16/2015	Sonoma
17MOY19	Ag/ off-road	Equipment replacement	1	\$ 120,650.00	Ghiggeri and Stonebarger, LLC	0.530	0.029	0.009	12/16/2015	Contra Costa
17MOY4	Off-road	Equipment replacement	1	\$ 33,150.00	Pacific Coast General Engineering, Inc.	0.161	0.027	0.010	APCO	Contra Costa
17MOY25	Ag/ off-road	Equipment replacement	1	\$ 172,820.00	Spring Hill Jersey Cheese	0.913	0.095	0.033	2/17/2016	Sonoma
17MOY18	Marine	Engine replacement	2	\$ 207,000.00	Tom Mattusch, DBA, F/V Hull Cat	1.393	-0.010	0.054	2/17/2016	San Mateo
17MOY28	Ag/ off-road	Equipment replacement	1	\$ 282,200.00	Lum Family Farms, Inc.	0.959	0.100	0.034	3/16/2016	Solano
17MOY40	Ag/ off-road	Equipment replacement	1	\$ 121,490.00	F.A. Maggiore & Sons, LLC	0.533	0.030	0.009	3/16/2016	Contra Costa
17MOY36	Ag/ off-road	Equipment replacement	1	\$ 129,595.00	Bayview Vineyards Corp.	0.601	0.061	0.023	3/16/2016	Napa
17MOY31	Marine	Engine replacement	1	\$ 145,800.00	Chris W. Lawson (Commercial fishing)	0.639	0.012	0.023	3/16/2016	San Mateo
17MOY26	Ag/ off-road	Equipment replacement	3	\$ 187,405.00	Diamond M Dairy	0.573	0.090	0.033	3/16/2016	Sonoma
17MOY29	Marine	Engine replacement	1	\$ 98,800.00	Richard L. Ogg II (Commercial fishing)	0.364	0.009	0.012	APCO	Sonoma
17MOY42	Marine	Engine replacement	1	\$ 70,000.00	Nicholas Krieger (Charter fishing)	0.393	0.009	0.015	APCO	San Francisco
17MOY15	Ag/ off-road	Equipment replacement	1	\$ 31,600.00	E & M Deniz Dairy	0.105	0.004	0.004	APCO	Sonoma
17MOY30	Marine	Engine replacement	1	\$ 78,500.00	Christian Troy Cavanaugh (Charter fishing)	0.234	0.000	0.013	APCO	Marin
17MOY20	Ag/ off-road	Equipment replacement	1	\$ 21,635.00	Cortina Vineyard Management	0.072	0.004	0.003	APCO	Napa
17MOY32	Ag/ off-road	Equipment replacement	1	\$ 48,210.00	Ronald William Cardoza (Farmer)	0.125	0.018	0.008	APCO	San Mateo
17MOY27	Ag/ off-road	Equipment replacement	2	\$ 52,300.00	Martinelli Brothers (Vineyard and orchard)	0.068	0.041	0.011	APCO	Sonoma
17MOY35	Ag/ off-road	Equipment replacement	1	\$ 76,690.00	R. Rossi Co. (Farmer)	0.458	0.065	0.023	APCO	San Mateo
17MOY39	Ag/ off-road	Equipment replacement	1	\$ 15,600.00	David Bertram (Cattle and vineyards)	0.021	0.012	0.003	APCO	Solano
17MOY37	Ag/ off-road	Equipment replacement	1	\$ 72,000.00	Kehoe Dairy, Inc.	0.226	0.027	0.010	APCO	Marin
17MOY16	Ag/ off-road	Equipment replacement	1	\$ 49,357.00	Poncica Family, LLC (Cattle and dairy)	0.274	0.039	0.014	APCO	Marin
17MOY38	Ag/ off-road	Equipment replacement	1	\$ 35,825.00	Dittmer Ranch	0.073	0.015	0.007	APCO	Solano
17MOY34	Marine	Engine replacement	2	\$ 176,000.00	FV Miss Hailee (Commercial fishing)	0.950	0.021	0.038	5/18/2016	San Francisco

AGENDA 4 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
17MOY41	Marine	Engine replacement	2	\$ 212,000.00	David J. Shogren (Commercial fishing)	0.994	0.004	0.044	5/18/2016	Solano
17MOY21	Off-road	Equipment replacement	2	\$ 80,500.00	Economy Lumber Company of Oakland, Inc.	0.358	0.058	0.026	APCO	Alameda
17MOY47	Ag/ off-road	Equipment replacement	1	\$ 121,360.00	Andrew Poncia dba Poncia Fertilizer Spreading	0.474	0.049	0.017	5/18/2016	Sonoma
17MOY45	Ag/ off-road	Equipment replacement	1	\$ 58,800.00	Bianchini, Inc. (Dairy)	0.124	0.022	0.011	APCO	Marin
17MOY48	Ag/ off-road	Equipment replacement	1	\$ 182,750.00	Mertens Dairy	1.352	0.162	0.058	5/18/2016	Sonoma
17MOY44	Ag/ off-road	Equipment replacement	1	\$ 103,500.00	Andrew Poncia dba Poncia Fertilizer Spreading	0.388	0.012	0.012	5/18/2016	Sonoma
17MOY52	Ag/ off-road	Equipment replacement	2	\$ 71,400.00	Peter C. Haywood (Vineyard)	0.136	0.029	0.014	APCO	Sonoma
17MOY53	Off-road	Equipment replacement	3	\$ 938,000.00	Hanson Aggregates, Mid-Pacific, Inc.	7.167	0.812	0.287	5/18/2016	Contra Costa
17MOY50	Ag/ off-road	Equipment replacement	1	\$ 23,255.00	Colinas Farming Company	0.076	0.016	0.004	APCO	Napa
17MOY54	Ag/ off-road	Equipment replacement	2	\$ 84,700.00	Valley View Dairy	0.335	0.048	0.021	APCO	Sonoma
17MOY55	Off-road	Equipment replacement	1	\$ 29,000.00	Coastside Lumber dba South City Lumber & Supply	0.143	0.020	0.009	APCO	San Mateo
17MOY57	Off-road	Equipment replacement	2	\$ 85,550.00	Peninsula Building Materials Co	0.358	0.069	0.029	APCO	Santa Clara
17MOY63	Off-road	Equipment replacement	3	\$ 813,055.00	Noah Concrete Corporation	5.607	0.591	0.213	TBD	Santa Clara
17MOY60	Ag/ off-road	Equipment replacement	2	\$ 197,410.00	Dwelley Family Farms, LLC	0.882	0.071	0.024	TBD	Contra Costa
VIP265	VIP	Truck Replacement	1	\$ 40,000.00	Tien Cong Huynh / Tai Cong Huynh	0.860	0.010	0.000	APCO	Alameda
VIP266	VIP	Truck Replacement	1	\$ 45,000.00	IEC Puno Trans Inc or Randy Puno	0.950	0.010	0.000	APCO	Santa Clara
VIP267	VIP	Truck Replacement	1	\$ 45,000.00	Martin S. Mileck	1.400	0.050	0.000	APCO	Mendocino
VIP268	VIP	Truck Replacement	1	\$ 35,000.00	Dennis E. Allen	0.700	0.020	0.000	APCO	Sacramento
VIP269	VIP	Truck Replacement	1	\$ 25,000.00	Steven R. Martini	0.560	0.020	0.000	APCO	Santa Clara
VIP270	VIP	Truck Replacement	1	\$ 45,000.00	Richard Jones	0.980	0.040	0.000	APCO	Tehama
VIP271	VIP	Truck Replacement	1	\$ 20,000.00	Gravel Sand and Soil Delivery LLC	0.460	0.020	0.000	APCO	Sonoma
VIP272	VIP	Truck Replacement	1	\$ 45,000.00	Gurjot Pawar	0.870	0.030	0.000	APCO	Santa Clara
VIP273	VIP	Truck Replacement	1	\$ 40,000.00	Guru Dutt Saini	0.840	0.010	0.000	APCO	San Joaquin
VIP274	VIP	Truck Replacement	1	\$ 35,000.00	Juan Cortes	1.710	0.020	0.000	APCO	Solano
VIP275	VIP	Truck Replacement	1	\$ 45,000.00	Miller Trucking Corp.	0.890	0.010	0.000	APCO	Shasta
VIP276	VIP	Truck Replacement	1	\$ 35,000.00	James David Gray DBA Jim Gray Trucking	0.670	0.010	0.000	APCO	Glenn
VIP277	VIP	Truck Replacement	1	\$ 30,000.00	Armando Gutierrez	1.390	0.020	0.000	APCO	Sacramento
58 Projects			78	\$ 7,126,464.00		47.246	3.603	1.440		

AGENDA 4 - ATTACHMENT 2

Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 6/7/16

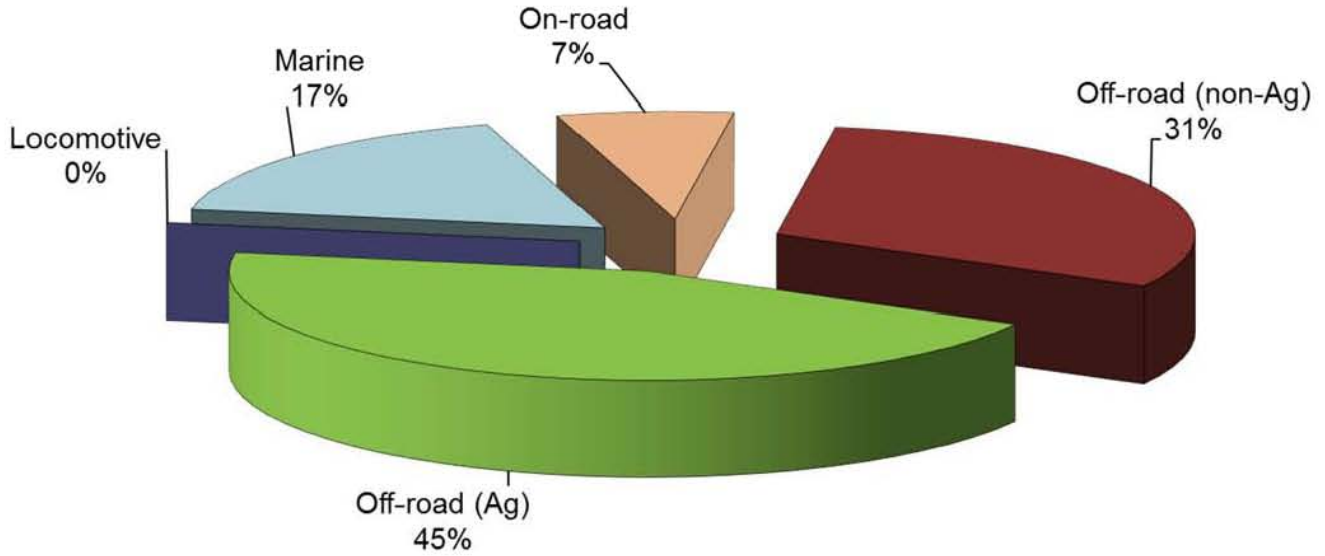
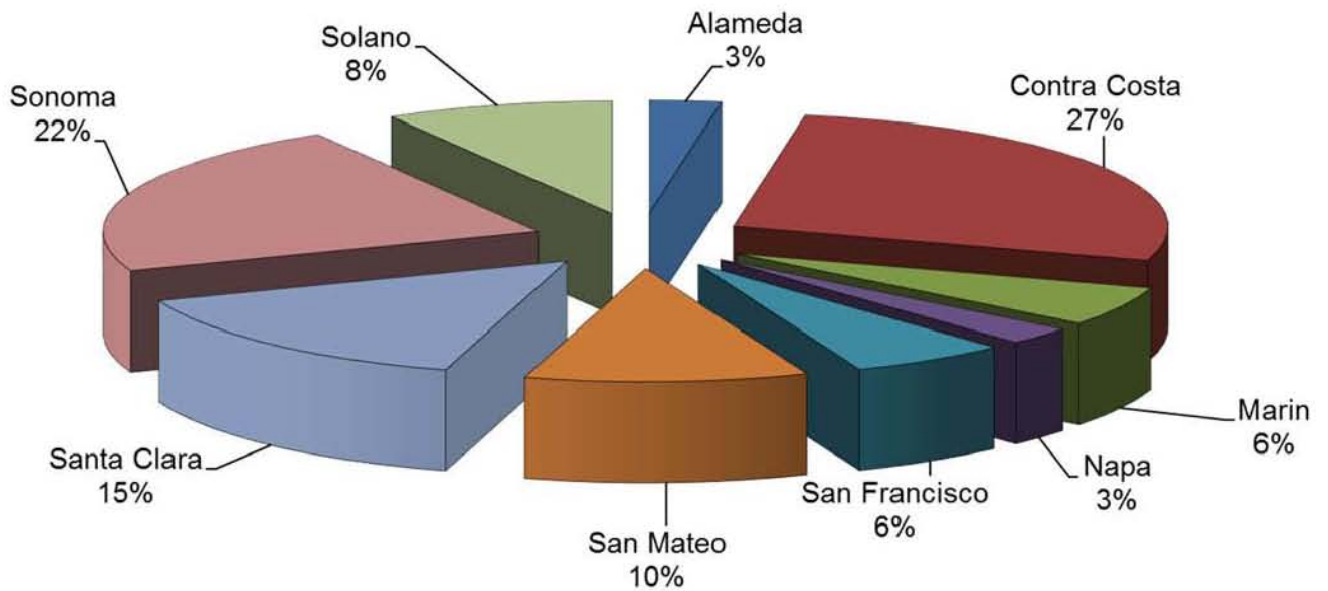


Figure 2: CMP/ MSIF Funding Distribution by County as of 6/7/16



AGENDA 4 - ATTACHMENT 3

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

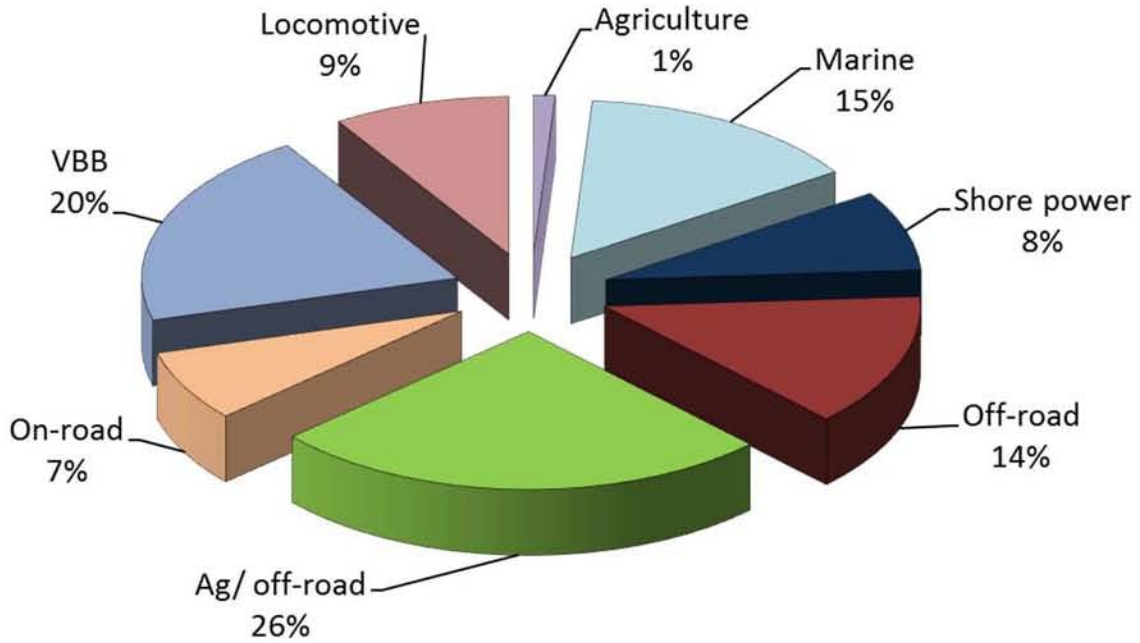
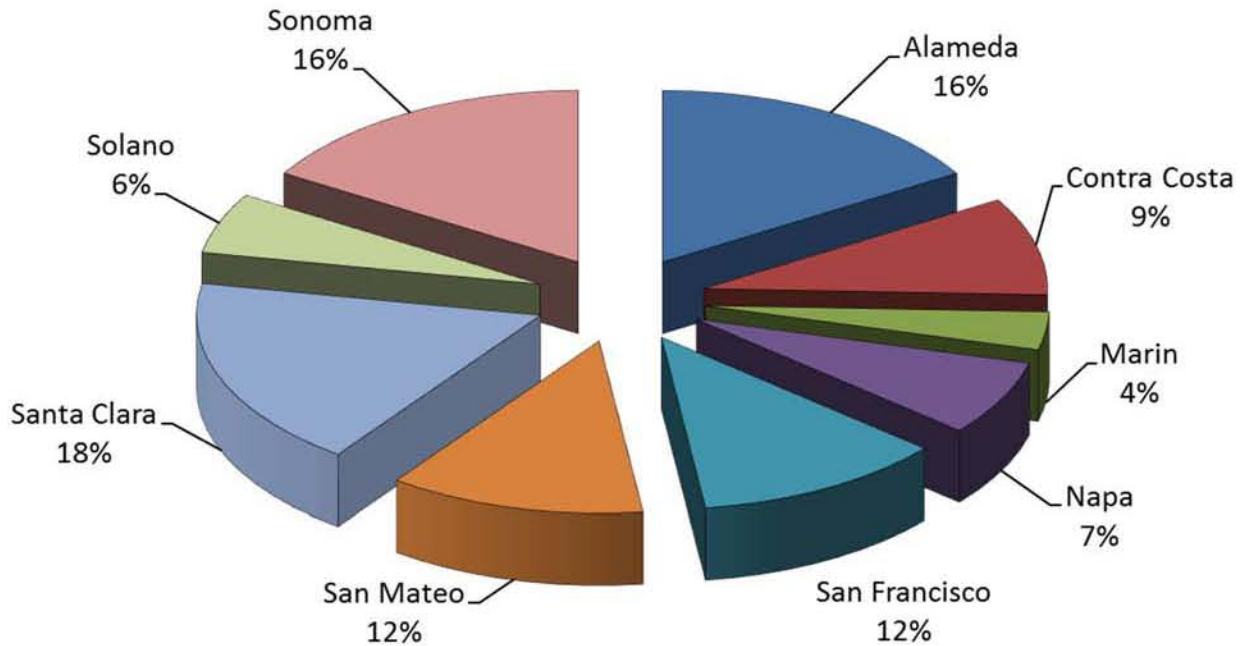


Figure 4: CMP, MSIF, VBB and VIP funding since 2009 by county



AGENDA 4 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/2015 and 6/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
16EV001	Plug-in Electric Vehicles (PEV)	Install 10 single-port Level 2 charging stations in San Jose	\$30,000	Car Charging, Inc.	0.008	0.010	0.001	10/5/15	Yes	Santa Clara
16EV003	PEV	Install 39 single-port Level 2 charging stations (with solar) in San Francisco	\$234,000	Powertree Services Inc.	0.030	0.039	0.004	11/18/15	Yes	San Francisco
16EV004	PEV	Install 2 dual-port Level 2 charging stations in Dublin	\$12,000	S & V, LLC	0.003	0.004	0.000	10/5/15	Yes	Alameda
16EV005	PEV	Install 3 single-port DC charging stations (with solar) in Campbell	\$22,500	DTTC Properties, LLC	0.003	0.004	0.000	12/18/15	No	Santa Clara
16EV006	PEV	Install 7 dual-port Level 2 and 2 DC fast EV charging stations (with solar) in Rohnert Park	\$187,000	Sonoma Mountain Village, LLC	0.024	0.031	0.003	2/17/16	No	Sonoma
16EV009	PEV	Install 6 single-port Level 2 charging stations in Petaluma	\$18,000	Clear Blue Commercial	0.005	0.006	0.001	12/22/15	No	Sonoma
16EV010	PEV	Install 24 single-port DC charging stations (with solar) in Palo Alto	\$120,000	Palo Alto Research Center Incorporated	0.016	0.020	0.002	2/17/16	No	Santa Clara
16EV012	PEV	Install 98 dual-port Level 2 charging stations in Santa Clara	\$338,546	Santa Clara Campus Owners' Association	0.088	0.113	0.013	12/16/15	No	Santa Clara
16EV013	PEV	Install 24 single-port DC charging stations (with solar) in Mountain View	\$116,190	Intuit Inc.	0.015	0.019	0.002	2/17/15	No	Santa Clara
16EV015	PEV	Install 8 dual-port Level 2 charging stations in Santa Rosa and Petaluma	\$48,000	Sonoma County Junior College District	0.012	0.016	0.002	2/18/16	No	Sonoma
16EV016	PEV	Install 20 single-port Level 2 charging stations in Vallejo	\$60,000	City of Vallejo	0.016	0.020	0.002	2/18/16	Yes	Solano
16EV019	PEV	Install 2 dual-port Level 2 charging stations in Hayward	\$12,000	California State University, East Bay	0.003	0.004	0.000	12/30/15	No	Alameda
16EV021	PEV	Install 1 DC Fast and 8 dual-port Level 2 charging stations in Richmond	\$73,000	Ford Point LLC	0.019	0.024	0.003	12/31/15	Yes	Contra Costa
16EV022	PEV	Install 3 Dual-Port & 1 Single-Port Level 2 charging stations (w/solar) in Napa	\$25,500	Napa Creek Village, LLC.	0.003	0.004	0.001	4/19/16	No	Napa
16EV023	PEV	Install 2 dual-port Level 2 charging stations in Livermore	\$12,000	Ferrotec (USA) Corporation	0.003	0.004	0.000	4/26/16	Yes	Alameda
16EV024	PEV	Install 20 dual-port Level 2 charging stations in Palo Alto	\$240,000	City of Palo Alto	0.031	0.040	0.004	5/18/16	No	Santa Clara
16EV025	PEV	Install 12 dual-port Level 2 charging stations in San Mateo	\$72,000	San Mateo County Community College District	0.019	0.024	0.003	2/23/16	No	San Mateo
16EV026	PEV	Install 4 single-port Level 2 charging stations in Petaluma and Marshall	\$11,040	Straus Family Creamery	0.029	0.004	0.000	2/11/16	No	Regional
16EV027	PEV	Install 21 dual-port Level 2 charging stations (with solar) in San Jose	\$223,777	VF/UTC Service, Inc.	0.029	0.037	0.004	3/16/16	Yes	Santa Clara
16EV028	PEV	Install 4 single port Level 2 charging stations (w/ solar) in Palo Alto	\$24,000	Unitarian Universalist Church of Palo Alto	0.003	0.004	0.000	4/28/16	No	Santa Clara
16EV030	PEV	Install 4 single-port Level 2 charging stations (with solar) in Danville	\$24,000	Crow Canyon Medical Center, L.P.	0.003	0.004	0.000	3/11/16	No	Contra Costa
16EV031	PEV	Install 6 single-port DC and 3 dual-port Level 2 charging stations in San Leandro	\$48,000	Infinite Velocity Automotive Inc.	0.013	0.016	0.002	2/18/16	Yes	Alameda
16EV032	PEV	Install 9 dual-port Level 2 charging stations (with solar) in Palo Alto	\$108,000	Komuna Energy, LLC	0.014	0.018	0.002	5/18/16	No	Santa Clara
16EV034	PEV	Install 5 dual-port Level 2 charging stations in San Mateo County	\$15,000	County of San Mateo	0.004	0.050	0.001	4/7/16	No	San Mateo
16EV035	PEV	Install 4 dual-port Level 2 charging stations in Atherton and Menlo Park Schools	\$24,000	Menlo Park City School District	0.006	0.008	0.001	5/2/16	No	San Mateo
16EV036	PEV	Install 6 dual-port Level 2 charging stations in San Jose	\$30,177	Good Samaritan Hospital	0.008	0.010	0.001	4/12/16	No	Santa Clara
16EV038	PEV	Install 2 dual-port Level 2 charging stations in Santa Rosa	\$24,000	Artemedica	0.003	0.004	0.000	2/26/16	No	Sonoma
16EV039	PEV	Install 2 single-port Level 2 and 1 dual-port Level 2 charging stations in Lafayette	\$12,000	City of Lafayette	0.003	0.004	0.000	4/28/16	No	Contra Costa

AGENDA 4 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/2015 and 6/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
16EV040	PEV	Install 4 dual-connector Level 2 charging stations in Rohnert Park	\$14,000	Sonoma State University	0.004	0.005	0.001	4/13/16	No	Sonoma
16EV041	PEV	Install 1 dual-connector Level 2 and 2 Low kW DC fast single-port charging stations in Novato	\$13,500	Velocity Prime Automotive Inc.	0.004	0.005	0.001	4/13/16	No	Marin
16EV043	PEV	Install 1 quad-port and 1 dual-port Level 2 charging stations in San Carlos	\$10,364	Peninsula Components Inc.	0.003	0.004	0.000	3/17/16	No	San Mateo
16EV044	PEV	Install 4 single-port Level 2 charging stations in Berkeley	\$10,000	Siemens Molecular Diagnostics	0.003	0.004	0.000	4/13/16	Yes	Alameda
16EV045	PEV	Install 3 single-port Level 2 charging stations (with solar) in Sunnyvale	\$18,000	Executive Inn, Inc.	0.002	0.003	0.000	4/6/16	No	Santa Clara
16EV046	PEV	Install 5 dual-port Level 2 charging stations in San Jose	\$30,000	3901 North First, LLC	0.008	0.010	0.001	4/13/16	No	Santa Clara
16EV048	PEV	Install 4 single-port Level 2 charging stations (with solar) in Palo Alto	\$24,000	Kehilat Etz Chayim	0.003	0.004	0.000	4/13/16	No	Santa Clara
16EV049	PEV	Install 4 single-port Level 2 charging stations in San Francisco	\$10,319	One Hawthorne Owners Association	0.003	0.003	0.000	4/13/16	Yes	San Francisco
16EV051	PEV	Install 4 single-port Level 2 charging stations in San Francisco	\$12,000	8 Octavia Boulevard Owners' Assoc	0.003	0.004	0.000	4/18/16	Yes	San Francisco
16EV052	PEV	Install 4 single-port Level 2 charging stations in Oakland	\$12,000	Belmont-Staten Condo Association	0.003	0.004	0.000	4/19/16	Yes	Alameda
16EV053	PEV	Install 3 single-port and 4 dual-port Level 2 charging stations in Oakland	\$23,000	UCSF Benioff Children's Hospital Oakland	0.006	0.008	0.001	4/18/16	Yes	Alameda
16EV054	PEV	Install 350 EV Level 2 charging stations in Cupertino	\$250,000	Apple Inc.	0.065	0.084	0.009	3/16/16	No	Santa Clara
16EV055	PEV	Purchase & Install 5 Dual-port Level 2 charging stations (w/Solar) in San Rafael	\$60,000	Marin Clean Energy	0.008	0.010	0.001	6/1/16	No	Marin
16EV056	PEV	Install 32 dual-port Level 2 and 5 dual-connector DC charging stations in San Francisco	\$295,182	Bay Area Headquarters Authority	0.076	0.098	0.011	3/16/16	Yes	San Francisco
16EV057	PEV	Install 2 dual-port Level 2 charging stations in Atherton	\$12,000	Town of Atherton	0.003	0.004	0.000	2/11/16	No	San Mateo
16EV058	PEV	Install 4 dual-connector DC fast and 24 dual-port Level 2 charging stations in Oakland	\$244,000	City of Oakland	0.063	0.081	0.009	5/18/16	Yes	Alameda
16EV059	PEV	Install 3 dual-port Level 2 charging stations in San Jose	\$16,583	Sikh Gurdwara - San Jose	0.004	0.006	0.001	4/19/16	Yes	Santa Clara
16EV060	PEV	Install 2 dual-port Level 2 charging stations in Napa	\$12,000	Verasa Napa Condominium Owners Association, Inc.	0.003	0.004	0.000	4/13/16	No	Napa
16EV061	PEV	Install 3 dual connector Level 2 charging stations in Petaluma	\$10,500	Amy's Kitchen	0.003	0.004	0.000	4/20/16	No	Sonoma
16RFG01*	PEV	Install 12 dual-port Level 2 EV charging stations in Livermore and Hayward	\$65,112	Chabot Las Positas Community College District	0.019	0.024	0.003	2/17/16	Yes	Alameda
16RFG02*	PEV	Install 9 dual-port Level 2 EV charging stations in Fremont	\$81,486	City of Fremont	0.014	0.018	0.002	2/17/16	No	Alameda
16RFG08*	PEV	Install 8 dual-port Level 2 EV charging stations in Millbrae	\$78,000	City of Millbrae	0.012	0.016	0.002	2/17/16	No	San Mateo
16RFG09*	PEV	Install 1 DC fast, and 5 dual-port Level 2 EV charging stations in Oakland	\$41,000	City of Oakland	0.007	0.009	0.001	2/17/16	Yes	Alameda
16RFG11*	PEV	Install 8 DC fast EV charging stations in Moffett Field	\$307,569	The NASA Ames Exchange	0.052	0.067	0.007	2/17/16	No	Santa Clara
16RFG15*	PEV	Install 11 dual- and 2 single-port Level 2, and 3 single port Level 1 EV charging stations in Palo Alto	\$121,945	City of Palo Alto	0.020	0.026	0.003	2/17/16	No	Santa Clara

AGENDA 4 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/2015 and 6/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
16RFG17 ⁺	PEV	Install 1 DC fast and 1 single-port Level 2 EV charging station in Richmond	\$47,511	City of Richmond	0.007	0.009	0.001	2/17/16	Yes	Contra Costa
16RFG18 ⁺	PEV	Install 18 dual- and 5 single-port Level 2 EV charging stations in Fremont	\$250,000	San Francisco Bay Area Rapid Transit District (BART)	0.032	0.041	0.005	2/17/16	Yes	Alameda
16RFG19 ⁺	PEV	Install 1 DC fast, and 7 dual-port Level 2 EV charging stations in Oakland and Hayward	\$149,610	County of Alameda	0.017	0.022	0.002	2/17/16	Yes	Alameda
16DCFC01**	PEV	Install 1 DC fast - single unit w/dual connectors charging station in Saratoga	\$35,000	City of Saratoga	0.007	0.008	0.001	5/18/16	No	Santa Clara
16DCFC02**	PEV	Install 1 DC fast - single unit w/dual connectors and 1 Level 2 charging station in Colma	\$43,000	Town of Colma	0.007	0.009	0.001	5/18/16	No	San Mateo
16DCFC03**	PEV	Install 1 dual-connector DC fast - charging station in Brisbane	\$40,000	City of Brisbane	0.007	0.008	0.001	5/18/16	No	San Mateo
16DCFC04**	PEV	Install 8 DC fast - single unit w/ dual connectors and 48 single-port Level 2 charging stations (with solar) in 8 cities in 4 counties	\$699,950	Clean Fuel Connection	0.089	0.115	0.013	5/18/16	Yes	Regional
16DCFC05**	PEV	Install 7 DC fast - single units w/dual connectors and 6 single-port Level 2 charging stations in 7 cities in 5 counties	\$292,900	NRG EV Services	0.050	0.064	0.007	5/18/16	No	Regional
16PEV002	PEV	Purchase one zero emissions motorcycle (ZEM)	\$2,500	Town of Colma Police Department	0.000	0.007	0.000	10/20/15	No	San Mateo
16PEV003	PEV	Purchase one ZEM	\$2,500	Pittsburg Police Department	0.000	0.007	0.000	12/23/15	No	Contra Costa
16PEV004	PEV	Purchase 15 battery electric vehicles (BEV)	\$37,500	County of Alameda	0.006	0.007	0.001	4/19/16	Yes	Alameda
16PEV005	PEV	Purchase 10 BEVs	\$25,000	City of Oakland	0.004	0.005	0.001	6/3/16	Yes	Alameda
16HDZ001	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 15 30' all electric buses	\$334,549	UC Regents	0.268	0.033	0.007	Pending	Yes	San Francisco
16HDG001	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 11 zero-emission battery-electric trucks and scrap one model year 2004 truck	\$151,430	Goodwill Industries	0.296	0.016	0.003	Pending	Yes	San Francisco
16HDG002	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 10 zero-emission, hydrogen fuel-cell transit buses and scrap 10 model year 2002 buses	\$1,000,000	Alameda-Contra Costa Transit District	3.690	1.548	0.007	Pending	Yes	Alameda/ Contra Costa
16R11	Shuttle & Rideshare	511 Regional Carpool Program	\$1,000,000	Metropolitan Transportation Commission	7.780	7.290	6.860	11/18/15	Yes	Regional
16R12	Shuttle & Rideshare	SJSU Ridesharing & Trip Reduction	\$140,000	Associated Students, San Jose State University	1.830	1.780	1.580	11/18/15	Yes	Regional
16R15	Shuttle & Rideshare	Ace Shuttle 53 & 54	\$80,000	San Joaquin Regional Rail Commission	0.260	0.460	0.450	11/18/15	Yes	Alameda
16R17	Shuttle & Rideshare	PresidiGo Shuttle	\$100,000	Presidio Trust	0.380	0.380	0.350	11/18/15	Yes	San Francisco
16R18	Shuttle & Rideshare	Broadway Shuttle	\$186,500	City of Oakland	0.230	0.350	0.350	11/18/15	Yes	Alameda
16R19	Shuttle & Rideshare	Caltrain Shuttle Program	\$767,100	Peninsula Corridor Joint Powers Board	2.380	2.450	2.160	11/18/15	No	San Mateo
16R20	Shuttle & Rideshare	ACE Shuttle Bus Program	\$960,000	Santa Clara Valley Transportation Authority	3.760	3.350	3.430	11/18/15	No	Santa Clara
16R30	Pilot Trip Reduction	Bishop Ranch Business Park Shared Autonomous Vehicle Shuttle Pilot	\$1,000,000	Contra Costa Transportation Authority	0.580	0.629	0.295	5/18/16	Yes	Contra Costa
16R22	Bicycle Lockers	Purchase and install 1 eLocker quad and 2 eLocker doubles in Campbell	\$20,000	City of Campbell	0.011	0.012	0.012	3/9/16	Yes	Santa Clara
16R23	Bicycle Lockers	Purchase and Install 20 eLocker quads in Berkeley, Dublin/Pleasanton, Millbrae, San Leandro, and Union City	\$200,000	Bay Area Rapid Transit District	0.112	0.115	0.116	Pending	Yes	Alameda/ San Mateo
16R24	Bicycle Lockers	Purchase and Install 4 eLocker quads in Emeryville and Santa Clara	\$40,000	Capitol Corridor Joint Powers Authority	0.022	0.023	0.023	4/13/16	Yes	Alameda/ Santa Clara
16BR001	Bicycle Racks	Purchase and install 5 bike racks in San Carlos	\$3,000	San Carlos School District	0.006	0.009	0.004	12/21/15	No	San Mateo

AGENDA 4 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/2015 and 6/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
16BR003	Bicycle Racks	Purchase and install 8 bike racks in Los Altos	\$3,840	Mountain View Los Altos Union High School District	0.008	0.011	0.005	12/31/15	No	Santa Clara
16BR004	Bicycle Racks	Purchase and install 15 bike racks in Dublin	\$1,800	Dublin Unified School District	0.004	0.005	0.002	1/26/16	Yes	Alameda
16BR005	Bicycle Racks	Purchase and install 72 bike racks in Richmond	\$11,160	City of Richmond	0.024	0.033	0.015	1/21/16	Yes	Contra Costa
16BR007	Bicycle Racks	Purchase and install 6 bike racks for in Livermore	\$2,880	Granada High School	0.006	0.009	0.004	3/23/16	Yes	Alameda
16BR008	Bicycle Racks	Purchase and install 23 bike racks in Los Gatos	\$9,000	Los Gatos Unified School District	0.019	0.027	0.012	3/22/16	No	Santa Clara
16BR009	Bicycle Racks	Purchase and install 9 bicycle racks in Los Gatos	\$4,260	Los Gatos High School	0.009	0.013	0.006	3/23/16	No	Santa Clara
16BR010	Bicycle Racks	Purchase and install 125 bicycle racks in Mountain View	\$15,000	Mountain View Whisman School District	0.032	0.044	0.020	3/15/16	No	Santa Clara
16BR011	Bicycle Racks	Purchase and install 70 bike racks in Palo Alto	\$8,400	Palo Alto Unified School District	0.018	0.025	0.011	3/23/16	No	Santa Clara
16BR012	Bicycle Racks	Purchase and install 11 bike racks in Burlingame	\$3,960	Burlingame School District	0.008	0.012	0.005	3/23/16	No	San Mateo
16BR013	Bicycle Racks	Purchase and install 12 bike racks in Napa	\$1,342	Napa County	0.003	0.004	0.002	4/8/16	No	Napa

90 Projects

\$11,606,981

22.77 19.97 15.87

* Award amount for these nine projects includes a total of \$450,000 in Reformulated Gas (RFG) Settlement funds.

** Award amount for these projects include \$239,850 in California Energy Commission (CEC) funds, pending CEC approval.

AGENDA 4 - ATTACHMENT 5

Summary of FYE 2016 TFCA funds distributed by county and project category, as of 6/7/16

Figure 1: TFCA Projects Awarded in FYE2016
Distributed by Project Category

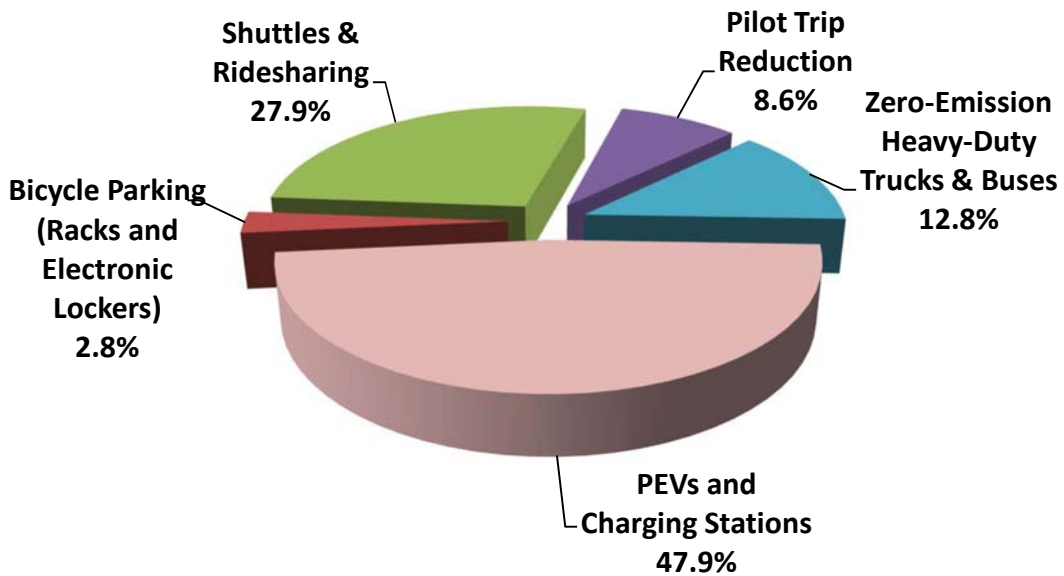
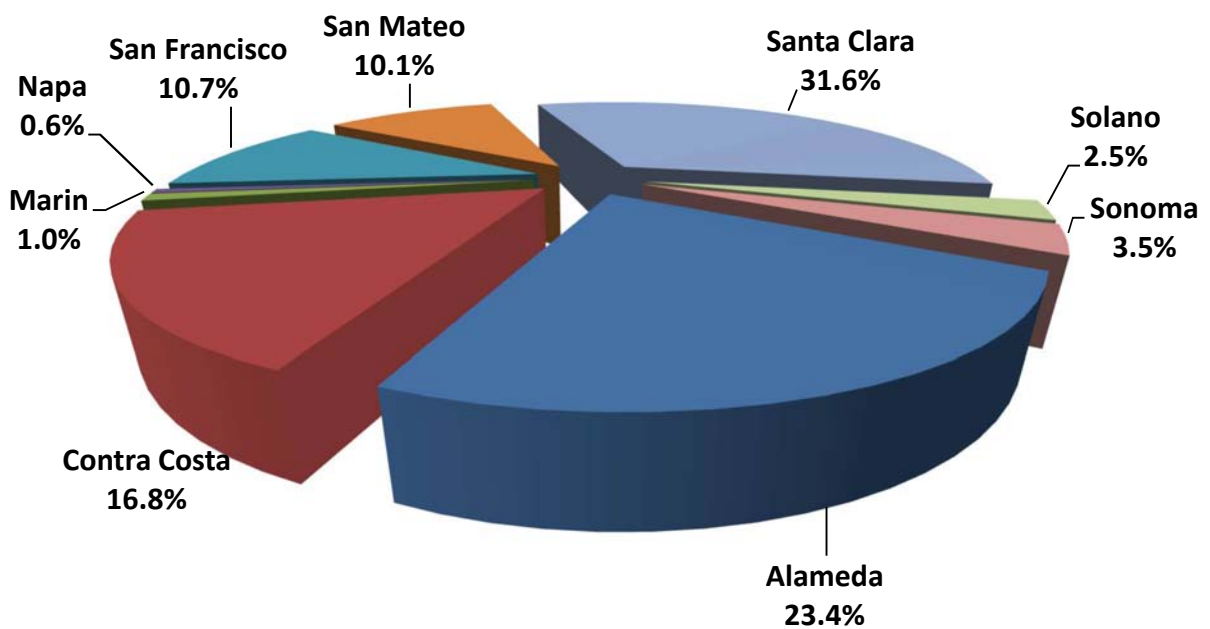


Figure 2: TFCA Projects Awarded in FYE2016
Distributed by County



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

RESOLUTION NO. 2016-_____

**A Resolution of the Board of Directors of the Bay Area Air Quality Management
Committing Matching Funds in Support of Applications to the California Air
Resource Board for Low Carbon Transportation Greenhouse Gas Emission
Reduction Fund applications**

WHEREAS, AB 118, the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Statutes of 2007, Chapter 750) created the Air Quality Improvement Program (AQIP), an incentive program administered by the California Air Resources Board (ARB);

WHEREAS, AB 1532 (Statutes of 2012, Chapter 807), SB 535 (Statutes of 2012, Chapter 830), and SB 1018 (Statutes of 2012, Chapter 39) established the Greenhouse Gas Emission Reduction Fund (GGRF) to receive Cap-and-Trade auction proceeds and provided a framework for administering auction proceeds in furtherance of the purposes of AB 32;

WHEREAS, in 2016, the California Legislature will be considering the appropriation of \$500 million in GGRF monies for the Fiscal Year 2016-17 Low Carbon Transportation GGRF program that ARB is implementing in coordination with the AQIP AB 118 programs through the ARB Fiscal Year 2016-17 Funding Plan for AQIP and Low Carbon Transportation GGRF Investments;

WHEREAS, the ARB Low Carbon Transportation GGRF solicitations under the Fiscal Year 2016-17 Funding Plan require each applicant to provide matching funds in support of their applications;

WHEREAS, the ARB Low Carbon Transportation GGRF Fiscal Year 2016-17 Funding Plan (Plan) is contingent upon ARB Board Approval of the Plan, and the appropriation of sufficient FY 2016-17 Low Carbon Transportation Funds on or before June 30, 2016;

WHEREAS, in 1990, the California Legislature authorized the Bay Area Air Quality Management District (District) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects that reduce on-road motor vehicle emissions;

WHEREAS, the Legislature has authorized, through the adoption and amendment of Health and Safety Code sections 44241, the expenditure of local motor vehicle surcharge revenues for projects that reduce vehicle emissions, and the District funds such projects through its Transportation Fund for Clean Air Program (TFCA) that meet program requirements and meet cost-effectiveness limits;

WHEREAS, the District submitted one application and partnered on a second application to ARB in January 2016 to implement FY 2016-17 Low Carbon Transportation GGRF

projects and proposed to recommend TFCA funds to the District's Board as a match if awarded funding from ARB;

WHEREAS, ARB requires Low Carbon Transportation GGRF applicants to submit a Resolution to commit matching funds, accept funding from ARB, and implement projects in accordance with the requirements established by ARB;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors hereby approves the District's acceptance of ARB GGRF funds, and commits the District to comply with the ARB Low Carbon Transportation GGRF project requirements if awarded funding.

BE IT FURTHER RESOLVED, the Board of Directors authorizes the Executive Officer/Air Pollution Control Officer to provide the required matching funds in an amount up to \$1,151,430, by allocating local TFCA motor vehicle surcharge revenues.

BE IT FURTHER RESOLVED, the Executive Officer/Air Pollution Control Officer is hereby authorized and empowered to execute on behalf of the District grant agreements with ARB and other project partners and all other necessary documents to implement and carry out the purposes of this resolution.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director _____, seconded by Director _____, on the ____ day of _____, 2016, by the following vote of the Board:

AYES:

NOES:

ABSENT:

Eric Mar
Chairperson of the Board of Directors

ATTEST:

David Hudson
Secretary of the Board of Directors

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: June 14, 2016

Re: Accept, Obligate, and Expend Funding from the Bay Area Clean Air Foundation
(Foundation) and from the United States Environmental Protection Agency (EPA)

RECOMMENDATIONS

Recommend Board of Directors:

1. Adopt a Resolution authorizing the Bay Area Air Quality Management District (Air District) to accept, obligate, and expend up to \$972,262.70 from the Bay Area Clean Air Foundation (Foundation) for electric vehicle and vehicle buyback projects;
2. Adopt a Resolution authorizing the Air District to accept, obligate, and expend up to \$1 million in funds from the U.S. Environmental Protection Agency (EPA) to replace three locomotives; and
3. Authorize the Executive Officer/APCO to enter into all agreements necessary to accept and expend this funding.

BACKGROUND

The Foundation is a nonprofit support organization for the Air District. As part of its operation, the Foundation applies for grant funding from various sources and also accepts funding to reduce and offset air emissions within the boundaries of the Air District. In order to administer the grant programs associated with this funding, the Foundation has a contract with the Air District which allows for staff to be used to complete work to expend these monies.

The Air District has received notice from the EPA that it has been awarded a \$1 million grant to reduce emissions by replacing one uncontrolled locomotive owned by the Port of San Francisco with one Tier 4 locomotive and replacing two Tier 0 locomotives operated by the Richmond Pacific Railroad Corporation with two Tier 4 locomotives. The EPA grant was awarded from the Diesel Emission Reduction Act (DERA) 2016 National Clean Diesel Funding Assistance Program.

DISCUSSION

On May 12, 2015, the Foundation accepted \$0.5 million in new funding for a program designed to: (a) provide up to \$450,000 in Reformulated Gas Settlement (RFG) funds that would be matched with the Air District's Transportation Fund for Clean Air (TFCA) funding for the installation of publicly available electric vehicle charging stations; (b) collect data to measure environmental, economic and operating benefits; (c) publish a White Paper to include a summary, key features,

benefits of, and lessons learned from this grant; and (d) share results with local governments, air districts, and other entities with an interest in the deployment of electric vehicle infrastructure. Up to \$50,000 of the RFG funds may be used to pay for administration costs and for the development of the White Paper. On February 17, 2016, the Air District's Board of Directors approved \$692,233 in TFCA funding as match for nine projects with full funding, partial funding for the next two highest ranked projects, and funding for lower-ranking projects placed on a back-up list in case any projects selected for award do not fully expend their share of RFG funds.

On April 12, 2016, the Foundation authorized entering into an agreement with Faria Preserve, LLC (previously Faria LT Ventures, LLC) to accept \$472,262.70 for the Faria Preserve Residential Development (Faria) project to implement an off-site mitigation program to reduce 13.64 tons of ozone precursors via contracting with the Air District to retire older light-duty vehicles through the Air District's Vehicle Buy Back program or other similar emissions reductions projects.

On April 20, 2016, the Air District submitted a proposal to the EPA to replace three switcher locomotives operating in goods movement service in Bay Area impacted communities near the Port of San Francisco and Richmond. On June 8, 2016, the EPA informed the Air District that it had been awarded \$1 million in funding for the project. The project is projected to reduce 0.254 tons of particulate matter (PM), 0.597 tons of hydrocarbons (HC), and 11.7 tons of nitrogen oxides (NOx) annually over the 28-year life of the locomotives.

As part of this report, the Committee will consider a recommendation to adopt resolutions that would authorize the Air District to accept and obligate Foundation and EPA monies into the FYE 2017 budget, and authorize the Air District's Executive Officer to enter into all necessary agreements to accept and expend these funds.

BUDGET CONSIDERATION / FINANCIAL IMPACT

Acceptance of the \$972,262.70 in Foundation monies requires an amendment to the FYE 2017 budget which was adopted by the Board of Directors on June 15, 2016. Air District staff time for the implementation of these projects is covered in the administrative fees associated with the funding. Acceptance of the \$1 million in EPA funding will be matched with Air District Proposition 1B Goods Movement Bond funding and private funding from the locomotive owners. Funding for Air District staff time for this project is provided by the Goods Movement Bond.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Karen Schkolnick and Joe Steinberger
Reviewed by: Damian Breen

Attachment 1: Board Resolution to accept, obligate, and expend \$972,262.70 in Foundation funds

Attachment 2: Board Resolution to accept, obligate, and expend \$1,000,000 in EPA funds

AGENDA 5 - ATTACHMENT 1

Board Resolution to Accept, Obligate, and Expend \$972,262.70 in Clean Air Foundation Funding

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

RESOLUTION NO. 2016-_____

**A Resolution of the
Board of Directors of the Bay Area Air Quality Management District
authorizing the Bay Area Air Quality Management District to accept and obligate
\$972,262.70 in funding from the Bay Area Clean Air Foundation for electric vehicle
and vehicle buyback projects and to authorize the Executive Officer/Air Pollution
Control Officer to execute all necessary agreements, required documents, and
amendments required to expend this funding**

WHEREAS, the purpose of this Resolution is to authorize the Bay Area Air Quality Management District (“Air District”) to accept and obligate \$972,262.70 in funding from the Bay Area Clean Air Foundation for electric vehicle and vehicle buyback projects and to authorize the Executive Officer/Air Pollution Control Officer to execute all necessary agreements, required documents, and amendments required to expend this funding;

WHEREAS, on May 12, 2015, the Bay Area Clean Air Foundation accepted of \$0.5 million in new funding for a program is designed to: (a) provide up to \$450,000 in RFG funds that would be matched with the Air District’s Transportation Fund for Clean Air (TFCA) funding for the installation of publicly available electric vehicle charging stations; (b) following installation, collect data to measure environmental, economic and operating benefits; (c) publish a White Paper to include a summary, key features, benefits of, and lessons learned from this grant; and (d) share Program results with local governments, air districts, and other entities with an interest in the deployment of electric vehicle infrastructure. Up to \$50,000 of the RFG funds may be used to pay for administration costs and for the development of the White Paper;

WHEREAS, on February 17, 2016, the Air District’s Board of Directors approved \$692,233 from TFCA as matching funding awards for RFG monies to nine Electric Vehicle charging projects with full funding, partial funding for the next two highest ranked projects, and funding amounts for lower-ranking projects that were placed on a back-up list in case any of the 11 projects selected for award do not expend their awarded share of RFG and TFCA funds.

WHEREAS, on April 12, 2016, the Bay Area Clean Air Foundation authorized entering into an agreement with Faria Preserve, LLC to accept \$472,262.70 from Faria Preserve, LLC (previously Faria LT Ventures, LLC) for the Faria Preserve Residential Development (Faria) project to implement an off-site mitigation program to reduce 13.64 tons of ozone precursors via contracting with the Air District to retire older light-duty vehicles though the Air District’s Vehicle Buy Back program or other similar emissions reductions projects;

WHEREAS, the Air District performs contract work for the Bay Area Clean Air Foundation;

WHEREAS, the Bay Area Clean Air Foundation now seeks to transfer \$972,262.70 to the Air District for the performance of the grants projects listed above;

NOW, THEREFORE, BE IT RESOLVED that the Air District's Board of Directors authorizes the Executive Officer/Air Pollution Control Officer to accept, obligate, and execute all agreements, required documents for Bay Area Clean Air Foundation Funding, and any amendments thereto.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director _____, seconded by Director _____, on the ____ day of _____, 2016 by the following vote of the Board:

AYES:

NOES:

ABSTAIN:

ABSENT:

Eric Mar
Chair of the Board of Directors

ATTEST:

David E. Hudson
Secretary of the Board of Directors

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

RESOLUTION NO. 2016-_____

**A Resolution of the
Board of Directors of the Bay Area Air Quality Management District
authorizing the Bay Area Air Quality Management District to accept, obligate, and
expend \$1 million in funding from the U.S. Environmental Protection Agency (EPA)
to replace three locomotives and to authorize the Executive Officer/Air Pollution
Control Officer to execute all necessary agreements, required documents, and
amendments required to expend this funding**

WHEREAS, the purpose of this Resolution is to authorize the Bay Area Air Quality Management District (“Air District”) to accept, obligate, and expend up to \$1 million in funding from the EPA to replace three locomotives and to authorize the Executive Officer/Air Pollution Control Officer to execute all necessary agreements, required documents, and amendments required to expend this funding;

WHEREAS, on February 25, 2016, the EPA issued a Request for Proposals (RFP) for the Diesel Emission Reduction Act (DERA) Clean Diesel Funding Assistance Program FY 2016 for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced by diesel engines and diesel emissions exposure, particularly from fleets operating at or servicing goods movement facilities located in areas designated as having poor air quality;

WHEREAS, on April 20, 2016, the Air District submitted a proposal to the EPA to replace one uncontrolled locomotive owned by the Port of San Francisco with one Tier 4 locomotive, and replace two Tier 0 locomotives operated by the Richmond Pacific Railroad Corporation with two Tier 4 locomotives;

WHEREAS, on June 8, 2016, the Air District received a letter from the EPA informing the Air District of a \$1 million award for the proposed project;

WHEREAS, acceptance of the \$1 million in EPA funding will be matched with Air District Proposition 1B Goods Movement Bond funding and private funding from the locomotive owners;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby approves the District’s acceptance of EPA funds, and commits the District to comply with the EPA DERA project requirements.

BE IT FURTHER RESOLVED, the Executive Officer/Air Pollution Control Officer to accept, obligate, and execute all agreements, required documents, and any amendments thereto.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director _____, seconded by Director _____, on the ____ day of _____, 2016 by the following vote of the Board:

AYES:

NOES:

ABSTAIN:

ABSENT:

Eric Mar
Chair of the Board of Directors

ATTEST:

David E. Hudson
Secretary of the Board of Directors

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: June 14, 2016

Re: Emissions Reduction from Air District Grant Programs

RECOMMENDATIONS

None; receive and file.

BACKGROUND

At the Mobile Source Committee (Committee) meeting on February 25, 2016, staff presented an overview of the Bay Area Air Quality Management District's (Air District) grant funding programs and a summary of the results of those programs in calendar year 2015. In 2015, the Air District awarded and allocated approximately \$60 million in funding to projects that will reduce emissions from mobile sources, of which approximately \$51 million was directly allocated by the District through the Carl Moyer Program (CMP), California Goods Movement Bond Program (Goods Movement), Mobile Source Incentive Fund (MSIF), and Transportation Fund for Clean Air (TFCA). The remaining \$9 million was distributed via the TFCA County Program Manager Fund. During that meeting, members of the Committee requested more information to help contextualize the emissions reduction data that was presented.

DISCUSSION

At this Committee meeting, staff will present an informational update that will discuss the emissions reduction results from the grant awards that were made in calendar year 2015, how those reductions compare to the total Bay Area's emissions inventory, and how the emissions reduced each year from the Air District's grant projects compare to selected Air District's rules that aim to reduce similar emissions in the region.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Tin Le
Reviewed by: Chengfeng Wang and 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: June 14, 2016

Re: Fiscal Year Ending 2017 Transportation Fund for Clean Air (TFCA) Regional Fund
Policies

RECOMMENDATION

Recommend Board of Directors:

1. Approve the proposed Fiscal Year Ending 2017 Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria presented in Attachment A.

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. The authorizing legislation requires the Air District's Board of Directors (Board) to annually adopt policies, such as cost-effectiveness criteria, that govern the use of TFCA funds.

Sixty percent of TFCA funds are allocated by the Board 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. Previously on March 16, 2016, the Board approved an allocation of \$21.7 million, including \$13.65 million in new TFCA revenue, for FYE 2017.

DISCUSSION

The proposed FYE 2017 Policies (Attachment A) include both general requirements that are applicable to all TFCA Regional Fund project types, as well as project-specific requirements for eight Regional Fund project categories.

Outreach

The proposed FYE 2017 Policies reflect extensive feedback received from stakeholders over the past year. On February 8, 2016, the Air District opened the public comment period and advertised

this process via the Air District’s TFCA grants email notification system, which sent notices announcing the availability of proposed policies to more than 800 stakeholders including representatives from each of the nine Bay Area Congestion Management Agencies. The proposed policies were also posted on the Air District’s website. Two webinar workshops were held to discuss the policies and proposed changes for FYE 2017 (on February 16 and 24, 2016); in total, these webinars were attended by 26 stakeholders.

Proposed FYE 2017 Policies

Public stakeholder input received over the past year and during the public comment period was reviewed and considered for incorporation into the proposed FYE 2017 Policies. The Air District received 14 sets of comments by the close of the comment period on March 11, 2016. Staff subsequently reached out to all commenters for follow-up to the questions and comments. Attachment C provides a summary of the 14 public comments received by the deadline along with staff’s written responses. Additional revisions to prior year text were also made for clarification purposes. A redlined copy of the FYE 2017 policies that shows the changes from the previous year policies are included as Attachment B. Table 1 below shows the key revisions proposed in the FYE 2017 Policies.

Table 1: Summary of Key Revisions to TFCA Regional Fund Policies and Evaluation Criteria

Policy # and Title	Description of Proposed Change
#2. TFCA Cost-Effectiveness	Increase (make more lenient) the cost-effectiveness limits for trip reduction and bicycle projects to reflect updates to on-road motor vehicle emission factors in California Air Resources Board’s EMFAC2014 model, which was approved by the U.S. EPA in December 2015, and a shorter project term (useful life) used to evaluate cost-effectiveness for bicycle projects.
#23. Light-Duty Zero and Partial-Zero Emissions Vehicles for Fleets	Replace the incremental cost limitation with a requirement that project sponsors must pay for at least 10% of a vehicle’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
#24. Heavy-Duty Zero Emissions Vehicles	
#28. Existing Shuttle/Feeder Bus Services	Remove a waiver provision that provided a three-year grace period to sponsors of projects that duplicate existing local service, during which they would either need to become financially self-sustainable or come into compliance with all TFCA policies. This waiver expires on December 31, 2016.
#29. Pilot Trip Reduction	Increase the allowed time period to three years (from two) that pilot projects must become financially self-sustainable.
#32. Bikeways	Add requirement that projects must have completed all applicable State and federal environmental reviews to ensure that proposed projects are ready to implemented and therefore less likely to experience delays that could jeopardize their

	<p>ability to expend grant funds within the two-year timeframe, as required by the authorizing legislation.</p> <p>Also, update eligibility criteria to clarify that eligible projects must be described in an adopted countywide transportation plan, city general plan, or area-specific plan, so long as the plan specifies that the purpose of the bikeway is to reduce motor vehicle emissions or traffic congestion.</p>
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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: Ken Mak and Chengfeng Wang
Reviewed by: Karen Schkolnick

- Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Clean)
- Attachment B: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Redlined)
- Attachment C: Comments Received and Staff Responses to Proposed FYE 2017 Policies (Informational Item)

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 2017**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2017.

BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project’s funding agreement.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA fund awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project’s useful life.

Table 1: Maximum Cost-Effectiveness for FYE 2016 TFCA Regional Fund Projects

Policy #	Project Category	Maximum C-E (\$/weighted ton)
22	On-Road Truck Replacements	\$90,000
23	Light-Duty Zero- and Partial-Zero Emissions Vehicles for Fleets	\$250,000
24	Heavy-Duty Zero- and Partial-Zero- Emissions Vehicles	\$250,000
25	Reserved	Reserved
26	Reserved	Reserved
27	Reserved	Reserved
28	Existing Shuttle/Feeder Bus Services	\$200,000; \$250,000 for services in CARE Areas or PDAs
29	Pilot Trip Reduction —in CARE areas or Priority Development Areas (PDAs)	\$500,000
30	Existing Regional Ridesharing Services	\$150,000
31	Electronic Bicycle Lockers	250,000
32	Bikeways	250,000

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards; those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted Federal, State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are only eligible to apply for Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).

Agenda 7 - Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Clean)

- b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 32, project applicants must demonstrate evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Unless otherwise specified in policies #22 through 32, the maximum grant award amounts are:
 - a. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - b. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Unless otherwise specified in policies #22 through 32, projects must commence by the end of calendar year 2017. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the projects' operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. "Commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Unless otherwise specified in policies #22 through 32, FYE 2017 TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects)
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at of the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who have an unresolved violation of Air District, state or federal air quality rules or regulations are not eligible for funding. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from project sponsors who were not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

Agenda 7 - Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Clean)

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.

Project sponsors must return funds that the Air District has determined were expended in a manner contrary to the TFCA Regional Funds' requirements and/or requirements of HSC Code section 44220 et seq.; the project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund; or otherwise failed to comply with the approved project scope, as set forth in the project funding agreement. Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors or notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements, which includes the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must obtain and maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are both: 1) directly related to the implementation of a specific project or program, and 2) directly contribute to the project's emissions reductions.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare grant applications are not eligible.
18. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.

USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 32, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.

21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

To be eligible for TFCA Regional funding, a proposed project must meet the purposes and requirements for the particular category's type of project.

Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.
23. **Light-Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** The project will accelerate the deployment of zero- and partial-zero-emissions light-duty vehicles:
- a. Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner;
 - b. Each vehicle must be 2016 model year or newer, and have a GVWR of 14,000 lbs. or lighter;
 - c. Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles;
 - d. Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles approved for on-road use by the CARB; and
 - e. Project Sponsors may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.
 - f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible.
 - g. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
24. **Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant vehicles with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:
- a. Vehicles must be new, 2016 model year or newer, and have a GVWR of greater than 14,000 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles;
 - d. Eligible vehicles must be approved by the CARB; and
 - e. Project Sponsors may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Agenda 7 - Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Clean)

- f. Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.
 - g. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible.
 - h. The amount of TFCA funds awarded may not exceed 90% of a vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
25. **Hydrogen Stations:** These projects are intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:
- a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;
 - b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/state authority; and
 - c. Each station must be maintained and operated for a minimum of three years.
 - d. TFCA funding may not be used to pay for fuel or on-going operations and maintenance costs.
 - e. TFCA funding is limited to 25% of the total project cost and may not exceed a maximum award amount of \$250,000 per station.
 - f. Stations must have received a passing score and/or received approval for funding from a State or Federal agency.

26. **Reserved.**

27. **Reserved.**

Trip Reduction Projects

28. **Existing Shuttle/Feeder Bus Services:** The project will reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:
- a. The service must provide direct service connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location;
 - b. The service's schedule must be coordinated to have a timely connection with the corresponding mass transit service;
 - c. The service must be available for use by all members of the public;
 - d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination;
 - e. **Reserved.**
 - f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
 - g. Matching funds must be provided to cover at least 10% of the total project cost and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For

shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) and the administrative costs paid for by TFCA Regional Funds;

- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency; and
- i. Applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
- j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital for the startup of Pilots, with the goal of transitioning the project to be financially self-sustaining within three years from the project's start date:

- a. The proposed project must be located in a Highly Impacted Community or Episodic Area as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in a Priority Development Area (PDA);
- b. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- c. The proposed service must be available for use by all members of the public;
- d. Applicants must attend a mandatory pre-application workshop to discuss their proposed project with the Air District; and
- e. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining within three years.

In addition, for pilot service projects:

- f. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- g. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- h. Pilot shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

30. **Existing Regional Ridesharing Services:** The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five counties within Air District's jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission's (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

Bicycle Projects

31. **Electronic Bicycle Lockers:** The project will expand the public's access to new electronic bicycle lockers. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP),

or the Metropolitan Transportation Commission's Regional Bicycle Plan, and must serve a major activity center (e.g. transit station, office building, or school). The electronic bicycle lockers must be publicly accessible and available for use by all members of the public.

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds.

The maximum award amount is based on the number of lockers, at the rate of \$2,500 per locker, for example, a quad contains four lockers and would be eligible for a maximum award amount of \$10,000.

Monies expended by Project Sponsors to pay for the purchase and installation of lockers and for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are eligible for use as matching funds. Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate the electronic lockers are not eligible for use as matching funds.

32. **Bikeways:** The project will construct and/or install new bikeways that are included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), countywide transportation plan (CTP), city general plan or area-specific plan, or the Metropolitan Transportation Commission's Regional Bicycle Plan. To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting) and cannot be used exclusively for recreational use. Projects must also meet one or more of the following conditions:

- a. Be located within one-half mile (1/2) from a public transit station/stop (e.g., local, county-wide or regional transit stops/stations/terminals, bike share station);
- b. Be located within one-half mile (1/2) from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts);
- c. Be located within one-half mile (1/2) from three activity centers (e.g., employment centers, schools, business districts).

Projects are limited to the following types of bikeways:

- a. New Class-I bicycle paths;
- b. New Class-II bicycle lanes;
- c. New Class-III bicycle routes; or
- d. New Class-IV cycle tracks or separated bikeways.

REGIONAL FUND EVALUATION CRITERIA:

1. Projects must meet all of the applicable TFCA Regional Fund policies.
2. Applications will also be evaluated using the evaluation process listed in Table 2:

Table 2: Evaluation Process by Project Category

Policy #	Project Category	Evaluation Process
22	On-Road Truck Replacements	Applications will be reviewed on a first-come, first-served basis, and funding amounts for eligible projects will be determined based on a project’s cost-effectiveness and responsiveness to their respective project specific Policy requirements.
23	Light-Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets	
24	Heavy-Duty Zero- and Partial-Zero- Emissions Vehicles	
25	Reserved	Reserved
26	Reserved	Reserved
27	Reserved	Reserved
28	Shuttle/Feeder Bus Services	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and responsiveness to their respective project specific Policy requirements.
29	Pilot Trip Reduction	
30	Regional Ridesharing Services	
31	Electronic Bicycle Lockers	Applications will be reviewed on a first-come, first-served basis, and eligible projects will be recommended for funding until funding has been depleted.
32	Bikeways	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and responsiveness to Policy #32. Projects that serve regional or county-wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) or bike share stations will receive a higher priority.

3. Up to sixty percent (60%) of TFCA Regional Funds will receive a higher priority for projects that meet one or more of the following criteria:
 - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program;
 - b. Projects in Priority Development Areas (PDAs).

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 20167**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 20167.

BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 20167.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project’s funding agreement.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA fund awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project’s useful life.

Table 1: Maximum Cost-Effectiveness for FYE 2016 TFCA Regional Fund Projects

Policy #	Project Category	Maximum C-E (\$/weighted ton)
22	On-Road Truck Replacements	\$90,000
23	Light-Duty Zero- and Partial-Zero Emissions Vehicles for Fleets	\$250,000
24	Heavy-Duty Zero- <u>and Partial-Zero-</u> Emissions Vehicles	\$250,000
25	Hydrogen Stations <u>Reserved</u>	\$500,000 <u>Reserved</u>
26	Reserved	Reserved
27	Reserved	Reserved
28	<u>Existing</u> Shuttle/Feeder Bus Services	\$175 <u>200,000</u> ; \$200 <u>250,000</u> for services in CARE Areas or PDAs
29	Pilot Trip Reduction —in CARE areas or Priority Development Areas (PDAs)	\$200 <u>500,000</u>
30	<u>Existing</u> Regional Ridesharing Services	\$90 <u>150,000</u>
31	Electronic Bicycle Lockers	\$90,000 <u>250,000</u>
32	Bikeways	\$90,000 <u>250,000</u>

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards; those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted Federal, State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are only eligible to apply for Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).

Agenda 7 - Attachment B: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2017 (Redline)

- b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 32, project applicants must demonstrate evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Unless otherwise specified in policies #22 through 32, the maximum grant award amounts are:
 - a. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - b. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Unless otherwise specified in policies #22 through 32, projects must commence by the end of calendar year 20167. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the projects' operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. "Commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Unless otherwise specified in policies #22 through 32, FYE 20167 TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects)
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable ~~F~~federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at of the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who have an unresolved violation of Air District, state or ~~f~~Federal air quality rules or regulations are not eligible for funding. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from project sponsors who were not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.

Project sponsors must return funds that the Air District has determined were expended in a manner contrary to the TFCA Regional Funds' requirements and/or requirements of HSC Code section 44220 et seq.; the project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund; or otherwise failed to comply with the approved project scope, as set forth in the project funding agreement. Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors or notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements, which includes the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must [obtain and](#) maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are both: 1) directly related to the implementation of a specific project or program, and 2) directly contribute to the project's emissions reductions.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare grant applications are not eligible.
18. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.

USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 32, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.

21. **Expend Funds within Two Years:** Project sponsors ~~must expend the grant funding within~~have up to two (2) years ~~from of~~ the effective date of their grant agreement ~~to expend the awarded funds~~. Applicants may request a longer period in the ~~Application~~application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

To be eligible for TFCA Regional funding, a proposed project must meet the purposes and requirements for the particular category's type of project.

Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.
23. **Light-Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** The project will accelerate the deployment of zero- and partial-zero-emissions light-duty vehicles ~~in high-mileage fleets:~~
- Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner;
 - Each vehicle must be ~~new~~ (20156 model year or newer,) and have a GVWR of 14,000 lbs. or lighter;
 - Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and ~~of~~ 15,000 miles;
 - Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles ~~certified approved for on-road use~~ by the CARB as meeting super-ultra low emission vehicle (SULEV) or zero-emission vehicle (ZEV) standard; and
 - Project ~~sponsors~~ Sponsors may request authorization ~~of for~~ up to ~~\$5,000~~ 50% of the TFCA Funds awarded ~~to for~~ each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.
 - ~~Non plug-in hybrid, gasoline, natural gas, diesel vehicles, and retrofit projects that are not approved or certified by the CARB are not eligible~~ New v Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible.
 - The amount of TFCA funds awarded may not exceed ~~75~~ 90% of the vehicle's ~~cost meaning the difference in cost between the purchase or lease price of the new vehicle for the project and its new conventional vehicle counterpart that meets current Federal and State emission standards~~ after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
24. **Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help fleet operators achieve significant voluntary emission reductions by ~~accelerate the deployment of zero-emissions heavy-duty vehicles~~ encouraging the replacement of older, compliant vehicles with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:-
- Vehicles must be new, ~~(20156 model year or newer),~~ and have a GVWR of greater than 14,000 lbs.;
 - Vehicles may be purchased or leased;
 - Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and ~~of~~ 15,000 miles-;

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- d. Eligible vehicles ~~types include~~ must be zero-emissions (electric and fuel cell technologies) vehicles that are approved certified by the CARB; and
- e. Project ~~s~~ Sponsors may request authorization ~~for~~ of up to ~~50%~~ \$5,000 of the TFCA Funds awarded ~~to~~ for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.
- f. ~~In addition, projects~~ Projects that seek to replace an ~~equivalent~~ vehicle in the same weight-class ~~model year 2000-2006 as the proposed new~~ vehicle ~~and have documented at least two consecutive years of annual mileage records,~~ may qualify for ~~up to an~~ additional ~~\$25,000 in~~ TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.
- g. Vehicles that are solely powered by ~~G~~gasoline, natural gas, or diesel, ~~and hybrid vehicles,~~ and retrofit projects ~~that are not approved or certified by the CARB~~ are not eligible.
- h. The amount of TFCA funds awarded may not exceed ~~75~~ 90% of a vehicle's cost ~~"incremental cost"~~ meaning the difference in cost between the purchase or lease price of the new vehicle for the Project and its new conventional vehicle counterpart that meets current Federal and State emission standards after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

25. **Hydrogen Stations:** These projects are intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:

- a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;
- b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/state authority; and
- c. Each station must be maintained and operated for a minimum of three years.
- d. TFCA funding may not be used to pay for fuel or on-going operations and maintenance costs.
- e. TFCA funding is limited to 25% of the total project cost and may not exceed a maximum award amount of \$250,000 per station.
- e.f. Stations must have received a passing score and/or received approval for funding from a State or Federal agency.

~~Additionally, proposed stations must have received at least a passing score and/or received approval for funding from a State or Federal agency.~~

26. **Reserved.**

27. **Reserved.**

Trip Reduction Projects

28. **Existing Shuttle/Feeder Bus Services:** The project will reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:

- a. The service must provide direct service connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location;
- b. The service's schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;

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- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service ~~that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub~~ if the passengers’ proposed travel time will be at least 15 minutes ~~less than~~ shorter and will be at least 33% shorter than the existing service’s travel time to the proposed destination;
 - e. ~~Reserved. Shuttle/Feeder Bus Service projects that were awarded Regional Funds in FYE 2014 or FYE 2015 may request an exemption from the requirements of Policy 28.d until December 31, 2016, provided that they meet the following requirements:~~
 - a. ~~The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and~~
 - b. ~~A plan to either achieve financial self-sufficiency from TFCA funds by January 1, 2017, or to come into compliance with Policy 28.d and all other eligibility criteria must be submitted along with the Application.~~
 - f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
 - g. Matching funds must be provided to cover at least 10% of the total project cost, and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) and the administrative costs paid for by TFCA Regional Funds;
 - h. ~~Shuttle/feeder bus service applicants~~ Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency; and
 - i. ~~Shuttle/feeder bus service~~ Applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
 - j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2) of \$200,000 per ton.
29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital for the startup of Pilots, with the goal of transitioning the project to be financially self-sustaining within ~~two~~ three years from the project’s start date:
- a. The proposed project must be located in a Highly Impacted Community or Episodic Area as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in a Priority Development Area (PDA);
 - b. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
 - c. The proposed service must be available for use by all members of the public;
 - d. Applicants must attend a mandatory pre-application workshop to discuss their proposed project with the Air District; and
 - e. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining within ~~2~~ three years.

In addition, for pilot service projects:

- f. If the local transit provider is not a partner, the Applicants must demonstrate that they have attempted to have the service provided by the local transit agency. Applicants must provide the transit agency's evaluation of the need for service to the proposed area, and a letter denying service to the project's proposed area, including the basis for denial of service. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
 - g. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
 - h. ~~Pilot Sshuttle/Ffeeder Bbus service~~ and ~~Rridesharing~~ service projects must comply with all applicable requirements in policies #28 and #30.
30. **Existing Regional Ridesharing Services:** The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five counties within Air District's jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission's (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

Bicycle Facility Projects

31. **Electronic Bicycle Lockers:** The project will expand the public's access to new electronic bicycle lockers. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation Commission's Regional Bicycle Plan, and must serve a major activity center (e.g. transit station, office building, or school). The electronic bicycle lockers must be publicly accessible and available for use by all members of the public.

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds.

The maximum award amount is based on the number of lockers, at the rate of \$2,500 per locker, for example, a quad contains four lockers and would be eligible for a maximum award amount of \$10,000.

Monies expended by Project Sponsors to pay for the purchase and installation of lockers and for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are eligible for use as matching funds ~~for electronic bicycle lockers~~. Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate the electronic lockers are not eligible for use as matching funds.

32. **Bikeways:** The project will construct and/or install new bikeways that are included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), countywide transportation plan (CTP), city general plan or area-specific plan, or the Metropolitan Transportation Commission's Regional Bicycle Plan. To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting) and cannot be used exclusively for recreational use. Projects must also meet one or more of the following conditions:

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- a. Be located within one-half mile (1/2) from a public transit station/stop (e.g., local, county- wide or regional transit stops/stations/terminals, ~~Bay Area Bike Share~~bike share station); ~~or~~
- b. Be located within one-half mile (1/2) from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts); ~~or~~
- c. Be located within one-half mile (1/2) from three activity center(s) (e.g., employment centers, schools, business districts); ~~or~~
- ~~d. Provide a gap closure in, or an extension to, an existing bicycle network located within one half mile (1/2) from a public transit station/stop (e.g., local, county wide or regional transit stops, stations, terminals, Bay Area Bike Share); a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts); or from three activity center(s) (e.g., employment centers, schools, business districts).~~

Projects are limited to the following types of bikeways:

- a. New Class-I bicycle paths;
- b. New Class-II bicycle lanes;
- c. New Class-III bicycle routes; or
- d. New Class-IV cycle tracks or separated bikeways.

REGIONAL FUND EVALUATION CRITERIA:

1. Projects must meet all of the applicable TFCA Regional Fund policies.
2. Applications will also be evaluated using the evaluation process listed in [Table 42](#):

Table 24: Evaluation Process by Project Category

Policy #	Project Category	Evaluation Process
22	On-Road Truck Replacements	Applications will be reviewed on a first-come, first-served basis, and funding amounts for eligible projects will be determined based on a project’s cost-effectiveness and responsiveness to their respective project specific Policy requirements.
23	Light-Duty Zero- and Partial-Zero- Emissions Vehicles for Fleets	
24	Heavy-Duty Zero- and Partial-Zero- Emissions Vehicles	
25	Alternative Fuel Infrastructure Hydrogen Stations Reserved	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and responsiveness to Policy #25. Reserved
26	Reserved	Reserved
27	Reserved	Reserved
28	Shuttle/Feeder Bus Services	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and responsiveness to their respective project specific Policy requirements.
29	Pilot Trip Reduction	
30	Regional Ridesharing Services	
31	Electronic Bicycle Lockers	Applications will be reviewed on a first-come, first-served basis, and eligible projects will be recommended for funding until funding has been depleted.
32	Bikeways	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and responsiveness to Policy #32. Projects that serve regional or county-wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) and-or Bay Area Bike Share bike share stations will receive a higher priority.

3. Up to sixty percent (60%) of TFCA Regional Funds will receive a higher priority for projects that meet one or more of the following criteria:
 - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program;
 - b. Projects in Priority Development Areas (PDAs).

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Comments Received and Staff Responses to Proposed FYE 2017 TFCA Regional Fund Policies

Committer and Agency	Comment	Staff Response
<p>Shayna H. Hirshfield-Gold; City of Oakland, Public Works Department</p>	<p>(In reference to Policy #23.e, Light Duty Zero and Partial-Zero Emission Vehicles for Fleets):</p> <ul style="list-style-type: none"> • The City of Oakland appreciates the removal of “high mileage fleets” from this item. • Consider allowing projects that use renewable natural gas (RNG). 	<p>This project category is designed to accelerate the deployment of zero tailpipe-emissions from on-road light-duty vehicles. While RNG vehicles reduce life-cycle greenhouse gas emissions, the authorizing legislation for TFCA requires the District to evaluate projects based on their ability to reduce criteria pollutants from on-road sources beyond what is required. Since the U.S. Environmental Protection Agency requires all fuels and vehicle types to meet the same thresholds for tailpipe emissions, the gap has narrowed between criteria emissions benefits from natural gas vehicles (NGVs) and conventional vehicles with modern emissions controls, and the emissions reduction benefits for funding NGVs are diminishing.</p> <p>The District will coordinate with City staff to provide information about other funding sources that are available for renewable natural gas projects.</p>
	<p>(In reference to Policy #28.d, Existing Shuttle/Feeder Bus Service): Add the following language to the end of the paragraph: In cases where BAAQMD survey data indicates that an existing shuttle service is serving passengers who would a) otherwise drive from origin to destination and b) not use the comparable service (due to differences in route, frequency, fare, etc.) if the existing shuttle service terminated operations, then the BAAQMD board shall consider funding approval of such existing shuttle services only if they conform to the provisions of the HSC section 44241. Funding in these cases shall only be provided based on those passengers who would otherwise drive from origin to destination without the existing shuttle service (i.e. not based on total ridership of the existing shuttle service), using BAAQMD survey data and Board-adopted TFCA cost-effectiveness.</p>	<p>TFCA funding is offered to support existing shuttle/feeder bus services that are cost-effective in communities where there isn’t comparable service. The proposed policies clarify the definition of “comparable” in terms of frequency and level of service.</p>

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Commenter and Agency	Comment	Staff Response
	<p>(In reference to Policy #31, Electronic Bicycle Lockers):</p> <ul style="list-style-type: none"> • Delete the following text noted in strikethrough and highlight: “The project will expand the public’s access to new electronic bicycle lockers. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation Commission’s Regional Bicycle Plan, and must serve a major activity center (e.g. transit station, office building, or school). The electronic bicycle lockers must be publicly accessible and available for use by all members of the public.” • Clarify the difference between lockers and parking spaces in specifying the maximum award amount. 	<p>The specific requirement that a project must be included in a “Countywide Bicycle Plan or Congestion Management Plan” is a legal requirement of the funding’s authorizing legislation: Health and Safety Code section 44241.</p> <p>Staff has revised policy #31 to clarify the difference between lockers and parking spaces in regard to the maximum award amount.</p>
	<p>(In reference to Policy #32, Bikeways):</p> <ul style="list-style-type: none"> • Make the following changes to the bikeway eligibility criteria. <ul style="list-style-type: none"> ○ Allow for projects that upgrade existing bikeways by making tangible improvements to the quality of the facility (e.g., upgrading Class 3 bike route to Class 2 bike lane). ○ Allow for projects that are included in an adopted citywide bicycle plan. ○ Clarify that a bikeway is eligible if it extends an existing bikeway out beyond one-half mile from the listed destinations and provides a continuous connection to that destination. ○ Provide a link to the regional bicycle plan. <p>Please offer additional clarity on how the eligible grant amount is computed for bikeways.</p>	<p>This program is designed to expand the region’s network of bikeways and achieve surplus emission reductions, so projects that upgrade existing bikeways are not eligible.</p> <p>The link to regional bicycle plan for the San Francisco Bay Area 2009 is shown below and will be included in the program guidance: http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_Region_SFBayArea2009.pdf</p>

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Commenter and Agency	Comment	Staff Response
<p>Sven Thesen; Project-Greenhome</p> <p>Jeralyn Moran; Green Sanctuary Committee (They 2nd the input by Sven Thesen)</p>	<p><u>1. Public Schools</u> As is well known, California’s public schools have limited funding and essentially no funds to install infrastructure for teachers and employees. Further, in the Bay Area, given the cost of real estate (both to purchase and rent), compounded with teacher salaries, teachers and school staff are forced to live far from their schools and hence have long commutes. Accordingly, a District funding EV infrastructure program focused on public schools would accelerate EV adoption by this segment. PGH (Project Green Home) recommends emulating the recent Demo grant program, except:</p> <ul style="list-style-type: none"> • Enable a 1st come, 1st served grant program, • Fiscal encouragement to install at a high Level 1 to Level 2 ratio. (1 Level 2 for every 3 Level 1 chargers) • Fiscal encouragement to purchase non--networked chargers and work out low tech payment methods for the electricity – just as the teachers do with work--place communal coffee. This is important as non--networked charger can be had for less than \$500 a networked charger is greater than \$5,000 (plus <\$250/year networking fees). That \$4,500 per charger difference would be well spent on additional stations rather than on dollars to collect pennies 	<p>The District’s funding for electric vehicle charging stations via the <i>Charge! Program</i> was available to all entities, including schools, and was structured as a non-competitive first come, first served program; this program provided funding for Level 1, Level 2 and fast chargers and provided relatively higher rates of funding for non-networked chargers.</p> <p>Staff is currently exploring a follow-up to the <i>Charge!</i> program for FYE 2017 that is anticipated to launch later this year. Staff will also continue to explore other opportunities to expand the region’s access to funding for charging infrastructure.</p>
	<p><u>2. Hands on the Wheel Outreach & Education</u> As is well known, EV sales and leasing is driven by education and hands on experience well outside of the dealership. To support and encourage these activities, the District should:</p> <ul style="list-style-type: none"> • Co-sponsor the Bay Area activities of Plug In America’s National Drive Electric Week (NDEW) this coming autumn. The 2015 NDEW, with numerous, generally volunteer led activities in the Bay Area, overall tallied 196 events in 187 cities with more than 130,000 people attending events. See DriveElectricWeek.org. • Fund educational activities such as the recent EV class held by Stanford University. The class was free to the public and funding would allow Stanford (or other educational body) to hold more plus provide a stipend for the speakers. The class led to three confirmed (and potentially more) EV leases. • Encourage and fund community Ride and Drives such as those held at religious institutions, workplace, schools, etc. This could be done under an umbrella grant, possibly to organizations with strong grass roots EV programs such as the Sierra Club and or Plug In America who would agree to hold x events attracting y attendees. 	<p>Noted. The District participates and supports numerous outreach efforts to drive EV sales.</p>

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Committer and Agency	Comment	Staff Response
	<p><u>3. Blue Sky Projects and Policies</u> The District, as has done it the past, should fund “Blue Sky Projects” and policies These are large impact, large dollar pilot projects such as new business models, emerging technologies and or innovative policies. Examples include autonomous EV taxi fleets; heavy duty diesel & bus EV retrofits and conversions. Given the lifetime of heavy duty trucks and buses plus the ratio of the existing fleet to annual additional vehicles, it is important that retrofits/ EV conversions be included in addition to new vehicles. Also, ground breaking policies such an EV ambassador program which, coupled with the existing CVRP program, reward individuals for facilitating EV leases/ sales. There are most likely other projects and policies that will accelerate EV adoption and the District, via funding, should encourage their development and implementation.</p>	<p>Under the TFCA Regional Policies, the Pilot Trip Reduction project category is designed to fund new innovative “Blue Sky Projects” that encourages the use of the region’s public transportation network, reduces single-occupancy motor vehicle trips, and thus reduces emissions from on-road mobile sources. Staff has designed the clean air vehicle programs to accelerate the deployment of the cleanest available motor vehicle technology and non-vehicle-based mobility solutions.</p>
<p>Dale Miller, Marc Geller; Golden Gate Electric Vehicle Association</p>	<p>GGEVA recommends a establishment of a program to fund infrastructure to provide access to low-power electricity (<15kW) with Level 1 and Level 2 connections for long dwell-time cars of staff at public schools within the BAAQMD. An emphasis on use of local pre-existing non-technological authentication and payment methods, if required, can result in low cost solutions for larger numbers of drivers. Some school officials have indicated they would offer free charging to teachers and staff if they could find a means to fund the installation of the charging connections.</p> <ul style="list-style-type: none"> The cost of housing in much of the Bay Area has resulted in longer commutes for public school teachers and staff. Workplace charging at schools will result in increased PEV adoption, leading to clean air benefits, as well as helping to mitigate the increased commuting cost for many staff. 	<p>Staff is currently exploring a follow-up to the <i>Charge!</i> program that would provide funding for the installation of publicly available EV infrastructure throughout the region and anticipates that this program will launch in late 2016.</p> <p>Staff is also exploring other opportunities to expand the region’s access to funding for charging infrastructure.</p>
	<ul style="list-style-type: none"> GGEVA has worked on its own dime on projects to bring charging stations for PEVs to schools in Marin (Mark Day School,) Los Altos High School, and Palo Alto. Other schools have indicated a significant interest in installing charging connections, but do not have the funds. A BAAQMD grant program to bring power to schools for BEVs would make a very worthwhile contribution to clean air, the ongoing promotion of electric vehicles and happy teachers. 	<p>Noted.</p>

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Committer and Agency	Comment	Staff Response
	<p>The workplace has proven to be the location where EV charging infrastructure has directly resulted in PEV adoption. Large workplaces have benefited from grants and incentives to install EV charging infrastructure.</p> <ul style="list-style-type: none"> Smaller scale workplaces, especially governmental locations including schools, police stations, firehouses, etc., have generally not had the means to participate in various grant programs. Obstacles have included required staff time, matching funds, the higher cost of networked equipment, the continuing cost of collecting data and collecting payment for electricity, and grid power and price repercussions of higher power (Level 2) equipment. The high price of delivering low cost electricity to cars at the workplace is an obstacle that must be overcome if the adoption rate of PEVs is to be increased, especially for middle and low income commuters. 	<p>Staff is currently exploring a follow-up to the <i>Charge!</i> program that would provide funding for the installation of publicly available EV infrastructure throughout the region and anticipates that this program will launch in late 2016.</p> <p>Staff is also exploring other opportunities to expand the region’s access to funding for charging infrastructure.</p> <p>Staff appreciates the comments and will continue exploring options for improving its grant funding programs.</p>
<p>Mike Pickford; San Francisco County Transportation Authority</p>	<p>Policy 32 Bikeways:</p> <ul style="list-style-type: none"> We oppose the proposed addition of the new requirements stating, “Projects must also either have a completed and approved environmental plan or be determined by the public or lead agency to be exempt from preparing an environmental plan.” This requirement should not be used as an eligibility screening criteria as it is unnecessarily restrictive. The requirement also does not reference environmental regulations or specify what would constitute an acceptable environmental “plan”. Further, the requirement is unnecessary to achieve the TFCA program’s goals, as a determination of the viability and readiness of a project can be made under the Basic Eligibility policies (Policies 1-10) and the use of TFCA funds for planning activities is already heavily restricted under Policy 16. Few bikeway projects in San Francisco of the scale typically funded through TFCA would be approved environmentally without secured design and construction funding. <p>2). Policy 29 Pilot Trip Reduction (in light of proposed changes to policies 28 and 30):</p> <ul style="list-style-type: none"> Please clarify what is acceptable for the “transit agency’s evaluation of the need for service to the proposed area, and a letter denying service to the project’s proposed area, including the basis for denial of service;” and consider eliminating the evaluation requirement. Since Policies 28 and 30 are proposed to focus on existing services to the exclusion of new services, new services would have to apply under Policy 29. This evaluation requirement could be a significant barrier to worthy applicants if the evaluation involves more effort on the transit agency’s part than they are willing to commit (a decision out of the applicant’s control). A letter from a transit agency providing a basis for denial of service should be sufficient if a proposed project meets all other requirements. 	<p>In response to public comments, staff has proposed additional modifications to clarify the requirement of environmental review.</p> <p>Projects will be required to have completed all applicable State and federal environmental reviews to ensure the projects selected are the most “ready” and therefore less likely to experience delays that could jeopardize their ability to implement within the two year timeframe, as required by the funding source’s authorizing legislation.</p> <p>In response to public comments, staff has proposed additional modifications to clarify the requirement that the transit agency must have been consulted regarding the proposed project, and given the opportunity to either provide or increase level of service in the proposed project area.</p>

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		See response above. This requirement may be met by the applicant providing a letter from a transit agency which provides a brief description of the basis for denial of service.
Dana Turrey; Sonoma County Transportation Authority	<p>24. Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:</p> <ul style="list-style-type: none"> Project Sponsors may request authorization of up to [percent or dollar amount omitted] of the TFCA Funds awarded to each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle. 	Staff has corrected this typographical error that was contained in proposed policy #24.
	<p>31. Electronic Bicycle Lockers:</p> <p>Expanding this program to include alternative bicycle storage systems would allow applicants the flexibility to install systems that fit their unique spaces and bicycle parking demand. The requirement of obtaining a bikelink card to use the electronic lockers can also be a hindrance for many riders.</p>	Policy #31 is designed to support a streamlined program that is offered as a non-competitive, first-come first-served program. A disadvantage of this approach is that it requires project types to be standardized. Staff will explore options to expand project eligibility in time for the next cycle of funding (for FYE 2018 policies).
Diana C. Meehan; Napa Valley Transportation Authority	Page 1, Table 1: An Additional column with useful life ranges would be helpful here.	The useful life requirement will be discussed in the guidance document for each of the programs.
	Page 5, 28a: Use of “mass transit” as one-size-fits-all: Could there be two categories, one for small UZA’s and one for larger UZA’s?	The connection to mass transit is a requirement of the legislation authorizing the Shuttle/Feeder Bus program.
	Page 6, 32: Please add CTP (Countywide Transportation plans) along with CMP’s for jurisdictions that do not do CMP’s	In response to public comment, staff has expanded eligibility to allow projects that are described in an adopted countywide transportation plan, city general plan, or area-specific plan, so long as the plan specifies that the purpose of the bikeway is to reduce motor vehicle emissions or traffic congestion.
Sean Co; Toole Design Group	The guidelines reference MTC’s Bike Plan. That plan is from 2009 but projects were actually submitted in 07 or 08. It is badly out of date and I would not reference it. It also says projects should be in an adopted countywide plan. I would add city plan as well.	In response to public comment, staff has added CTPs and city plans to policy #32.

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Phillip Kobernick; County of Alameda, General Services Agency	PEV Rebate Program: Municipal fleet managers typically begin the procurement process for vehicles in the late summer, as the new model year vehicles are released. Since the PEV rebate must be applied for before purchasing, this grant opportunity should be timed with the procurement cycle of vehicle acquisitions. By waiting until the late fall to open the PEV rebate (which was the case in 2015), fleet managers might have already purchased the bulk of their vehicles for the next year and missed the opportunity to seek funding for PEVs. By aligning the timing of the funding with the point of purchase or perhaps adding more time to the funding window, the Air District might be able to influence fleet managers to purchase more EVs.	In response to public comment, staff has extended the FYE 2016 PEV rebate program deadline to June 22, 2016.
Rich Kinney; City of San Pablo Mayor	A great way to reduce carbon emissions from transportation in our region is to fund the rollout of Hyperloop. It is the cleanest of all transportation as well as the quickest. Let's put funding aside to bring it to northern California. I envision the best way to roll it out is to partner with BART in laying track from Sacramento to San Francisco to San Jose. BART can provide all the short runs in between Hyperloop's long runs to the three destinations. This is by far the cleanest and most efficient solution to our transportation and air quality issues.	Noted.
Nara Babakhanyan; SF Economic and Workforce Development Division	I would like to learn about the specifics of the Transportation Fund for Clean Air pertaining to clean air vehicles project. The project fund specifies the following component: "Clean air vehicles and infrastructure-- includes alternative fuel vehicles and alternative fuel infrastructure" (http://www.baaqmd.gov/grant-funding/public-agencies/regional-fund) and I would like to learn what type of funding falls under the infrastructure part. What infrastructure development projects does this fund support? Could you please provide a few examples?	Staff has contacted Ms. Babakhanyan to discuss the TFCA program funding and eligible project categories.
Robert del Rosario; AC Transit	AC Transit proposes a restructuring of the TFCA Regional Fund Policy to include a wider range of projects, including incentives for use of existing transit, supplementing existing transit service, as well as creation of new shuttle services. Such a program would provide flexibility for the Air District, Transit Agencies, and Applicants.	Please see staff's earlier responses in regard to Policy #28, Existing Shuttle/Feeder Bus Services. Also, staff has proposed modifications to Policy #29 that increases the timeframe that the applicant must become financially viable from two years to three.
Erik Neandross; Gladstein, Neandross & Associates (GNA)	GNA strongly urges the BAAQMD to provide funding for natural gas vehicles and natural gas fueling stations.	The authorizing legislation for TFCA requires the District to evaluate projects based on their ability to reduce criteria pollutants beyond what is required by regulations, contracts, and other legally binding obligations. The Heavy Duty ZEV program is designed to accelerate the deployment of the cleanest available motor vehicle technology and over time the gap has narrowed between criteria emissions benefits from natural gas vehicles (NGVs) and conventional vehicles

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		with modern emissions controls. As the emissions reduction benefits for funding have diminished, so has the ability to provide TFCA funding for natural gas vehicle projects.
Daryl K. Halls; Solano Transportation Authority	We would like to request a category be included for <i>pilot</i> and <i>existing</i> Safe Routes to Schools (SR2S) programs. Currently, Category 29 is reserved for Pilot Trip Reduction in Community Air Risk Evaluation (CARE) Programs areas or Priority Development Areas (PDAs). However limiting the Pilot Trip Reduction to these specific areas would exclude the majority of school in our program. The Solano SR2S program currently works with all schools in our seven cities, which includes 62 schools that like in the BAAAQMD jurisdiction. Our program works by including all schools, and it is not desirable to differentiate schools that we work with solely based on being in a CARE area or PDA.	New Safe Routes to Schools projects may be eligible to apply for funding under the pilot category (#29); however, since funding is limited, projects must be located in Air District designated CARE and Priority Development Areas (PDA) to be eligible.