



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
OCTOBER 27, 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.

This meeting will be webcast. To see the webcast, please visit <http://www.baaqmd.gov/about-the-air-district/board-of-directors/resolutionsagendasminutes> at the time of the meeting.

Staff/Phone (415) 749-

3. **APPROVAL OF THE MINUTES OF SEPTEMBER 22, 2016**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of September 22, 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' approval of Carl Moyer Program and Transportation Fund for Clean Air projects requesting grant funding in excess of \$100,000, authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects, and authorization of a resolution to accept, obligate, and expend Low Carbon Transportation Greenhouse Gas Emission Reduction Funds awarded by the California Air Resource Board.

5. **CONSIDERATION OF FISCAL YEAR ENDING (FYE) 2017 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) SHUTTLE AND REGIONAL RIDERSHARE PROJECTS**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of \$2,809,400 in FYE 2017 TFCA Regional Funds for six shuttle and rideshare projects and authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects.

6. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER (CPM) FUND POLICIES FOR FISCAL YEAR ENDING (FYE) 2018, A MODIFICATION TO FYE 2017 TFCA CPM FUND POLICIES, AND REQUEST FOR A WAIVER FROM ALAMEDA COUNTY TRANSPORTATION COMMISSION (ACTC)**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of the proposed fiscal year ending (FYE) 2018 Transportation Fund for Clean Air (TFCA) County Program Manager Fund policies, a proposed modification to Policy #16 for FYE 2017 Polices, and a policy waiver for using FYE 2017 TFCA CPM Funds for a shuttle project.

7. **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)

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

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

9. **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.
- 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.

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.

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

OCTOBER 2016

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i> - CANCELLED	Wednesday	26	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	27	9:30 a.m.	1 st Floor Board Room

NOVEMBER 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	2	9:45 a.m.	1 st Floor Board Room
Nominating Committee <i>(At the Call of the Chair)</i>	Wednesday	16	9:00 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	16	9:45 a.m.	1 st Floor Board Room
Board of Directors Climate Protection Committee <i>(Meets on the 3rd Thursday of every other Month)</i>	Thursday	17	9:30 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i>	Monday	21	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>	Monday	21	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	23	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> - CANCELLED	Thursday	24	9:30 a.m.	1 st Floor Board Room

DECEMBER 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>	Wednesday	7	9:45 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i>	Monday	19	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>	Monday	19	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	21	9:45 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	22	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	28	9:30 a.m.	1 st Floor Board Room

VJ – 10/20/16 (11:10 a.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: October 13, 2016

Re: Approval of the Minutes of September 22, 2016

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) Meeting of September 22, 2016.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee Meeting of September 22, 2016.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Maricela Martinez

Attachment 3A: Draft Minutes of the Mobile Source Committee Meeting of September 22, 2016

AGENDA 3A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of September 22, 2016

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, California 94105
(415) 749-5073

DRAFT MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
Thursday, September 22, 2016

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chair Scott Haggerty called the meeting to order at 9:45 a.m.

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

Absent: Vice-Chairperson David Canepa, and Directors Carole Groom and Rebecca Kaplan.

Also Present: None.

2. PUBLIC COMMENT PERIOD:

No requests received.

3. APPROVAL OF THE MINUTES OF JUNE 30, 2016

Public Comments:

No requests received.

Committee Comments:

None.

Committee Action:

Director Hudson made a motion, seconded by Director Mitchoff, to approve the Minutes of June 30, 2016; and the motion carried by the following vote of the Committee:

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

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

Damian Breen, Deputy Air Pollution Control Officer, introduced Chenfeng Wang, Strategic Incentives Division Supervisor, who gave the staff presentation *Projects and Contracts with Proposed Grant Awards Over \$100,000*, including: overview; Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), Transportation for Clean Air (TFCA); CMP year 17; CMP and MSIF funds awarded as of 8/30/16 and since 2009; TFCA fiscal year ending 2016; TFCA funds by project category and county; school bus compressed natural gas (CNG) tank replacement funding; and recommendations.

Public Comments:

None received.

Committee Comments:

The Committee and staff discussed the TFCA project that installs 32 dual-port Level 2 and 5 dual-connector DC charging stations at 375 Beale Street (Bay Area Headquarters Authority is the applicant but the District is tenant); and the Committee's request for a report showing statistics from the Lower Emission School Bus Program over the last three years.

Committee Action:

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

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

5. UPDATE ON THE SHUTTLE AND RIDESHARE PROGRAM

Mr. Breen reintroduced Mr. Wang, who gave the staff presentation *Update on the Shuttle and Rideshare Program*, including: overview; background on TFCA Shuttle and Rideshare program; issues and challenges; outreach efforts; options; pilot projects; next steps; and recommendations.

Public Comments:

None received.

Committee Comments:

The Committee and staff discussed whether or not to alert transit manufacturers of the opportunity to work on the pilot projects listed in this presentation; the point at which funding becomes available to grantees once the Board votes on the recommended awards; and the importance of implementing and promoting first/last mile connections.

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, Haggerty, Hudson, Miley and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Canepa, Groom, and Kaplan.

6. ACCEPT, OBLIGATE, AND EXPEND FUNDING FROM THE BAY AREA CLEAN AIR FOUNDATION (FOUNDATION)

Mr. Breen introduced Karen Schkolnick, Acting Director of the Strategic Incentives Division, who gave the staff presentation *Accept, Obligate, and Expend Funding from the Bay Area Clean Air Foundation*, including: overview; Foundation and Reformulated Gasoline Settlement Fund (RFG); Foundation projects funded by the RFG; proposed Roadside Monitoring project; tentative timeline; and recommendations.

Public Comments:

None received.

Committee Comments:

The Committee and staff discussed the District’s partnership with the Sacramento Metropolitan Air Quality Management District for the proposed Roadside Monitoring project, the amount of funding each District will receive to construct this project; which aspects of the project the awarded funds are expected to cover; the Committee’s request for more detailed line item budget figures when this item is presented to the Board; the proposed Bay Area location of the Roadside Monitoring project and the location selection process that was used to determine the proposed location; and the Committee’s request that Board members representing the Tri-Valley area are informed of the progress of this project so that they may inform their constituents.

Committee Action:

Director Mitchoff 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, Haggerty, Hudson, Miley and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Canepa, Groom, and Kaplan.

7. COMMITTEE MEMBER COMMENTS

None.

8. TIME AND PLACE OF NEXT MEETING

Thursday, October 27, 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 10:29 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: October 12, 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. Authorize the Executive Officer/APCO to enter into agreements with applicants for the recommended CMP and TFCA projects; and
3. Authorize a resolution to accept, obligate, and expend Low Carbon Transportation Greenhouse Gas Emission Reduction Funds awarded by the California Air Resources Board.

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 March 16, 2016, the Board of Directors (Board) authorized Air District participation in Year 18 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.

DISCUSSION

Carl Moyer Program:

The Air District started accepting project applications for the CMP Year 18 funding cycle on July 11, 2016. The Air District had approximately \$11 million available for CMP projects from a combination of MSIF and CMP funds for the Year 18 cycle. Project applications are accepted and evaluated on a first-come, first-served basis.

As of October 7, 2016, the Air District had received 19 project applications for the CMP Year 18 cycle. Of the applications that have been evaluated between August 30, 2016 and October 7, 2016, one eligible project has a proposed individual grant awards over \$100,000. This project will replace two diesel tractors and one diesel loader. This project will reduce over 0.43 tons of NO_x, ROG and PM per year. Staff recommends the allocation of \$117,165 for this project from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on this project.

Attachment 2, lists all of the eligible projects that have been received by the Air District as of October 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 32% 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 \$125 million awarded to 758 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 October 7, 2016, the Air District had received 139 applications for FYE 2016 funding. Of these, staff has evaluated 137 applications, of which 111 projects were approved or recommended for funding; 20 projects were not recommended; and six applications were withdrawn. Of the applications that were evaluated between August 30, 2016 and October 7, 2016, one eligible project has proposed an individual grant award over \$100,000. This project will deploy five zero-emission battery electric 40-foot buses, which will reduce more than 0.18 tons of NO_x, ROG, and PM per year. Staff recommends the allocation of \$228,170 in TFCA funds to this project. Attachment 1, Table 2, provides additional information on this project.

Attachment 4 lists the 111 eligible FYE 2016 TFCA projects that were evaluated by the Air District as of October 7, 2016. In total, these projects represent approximately \$12.7 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 61.4 tons of NO_x, ROG, and PM, and about 31,370 tons of tailpipe greenhouse gas emissions per year. Approximately 48.7% of the 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).

In addition to the FYE 2016 TFCA funding, on March 16, 2015, the Board allocated \$21.7 million in TFCA funding for 2017, of which \$13.65 million are new funds for eligible projects in FYE 2017, and authorized cost-effectiveness limits and evaluation criteria for Air District-sponsored FYE 2017 programs. On July 20, 2016, the Board adopted policies and evaluation criteria for the FYE 2017 TFCA Regional Fund program. To date, the Air District has opened a solicitation for existing shuttle and rideshare projects, which closed on September 1, 2016. In response to that solicitation, seven applications for FYE 2017 funding for shuttle and regional rideshare projects were received by the deadline and the results of the solicitation are discussed in a separate staff report to the Mobile Source Committee. Solicitations for other eligible project categories are scheduled to open beginning in November 2016.

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 Chengfeng Wang
Reviewed by: Karen Schkolnick

- Attachment 1: Projects with grant awards greater than \$100,000 (evaluated 8/30/16 – 10/7/16)
- Attachment 2: Summary of all CMP/ MSIF and VIP approved and eligible projects (evaluated 11/20/15 – 10/7/16)
- 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 - 10/7/16)
- Attachment 5: Summary of distribution of TFCA funds by county and project category (evaluated 7/1/15 - 10/7/16)

AGENDA 4 - ATTACHMENT 1

**Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects
with grant awards greater than \$100k (Evaluated between 8/30/16 and 10/7/16)**

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
18MOY10	Pina Vineyard Management, LLC.	Ag/ off-road	Replacement of two diesel tractors and one diesel loader.	\$ 117,165.00	\$ 180,709.44	0.361	0.049	0.021	Napa
1 Projects				\$ 117,165.00		0.361	0.049	0.021	

**Table 2 - Summary of Transportation Fund for Clean Air projects
with grant awards greater than \$100k (Evaluated between 8/30/16 and 10/7/16)**

Project #	Project Sponsor	Project Category	Project Description	City	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
							NOx	ROG	PM	
16HDZ004	Santa Clara Valley Transportation Authority (VTA)	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 5 40' zero-emission battery electric buses	Regional	\$249,995	\$228,170	0.163	0.009	0.007	Santa Clara
1 Projects						\$228,170	0.163	0.009	0.007	

AGENDA 4 - ATTACHMENT 2

Summary of all CMP, MSIF and VIP approved/ eligible projects (between 8/30/16 and 10/7/16)

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
18MOY10	Ag/ off-road	Equipment replacement	3	\$ 117,165.00	Pina Vineyard Management , LLC.	0.361	0.049	0.021	TBD	Napa
18MOY7	Ag/ off-road	Equipment replacement	1	\$ 71,800.00	Walter Hansel Winery & Vineyards LLC	0.174	0.031	0.015	APCO	Sonoma
18MOY5	Ag/ off-road	Equipment replacement	1	\$ 34,550.00	Corey J Coggins (Farmer)	0.103	0.018	0.004	APCO	San Mateo
18MOY9	Off-road	Equipment replacement	1	\$ 20,700.00	Silicon Roadways, Inc.	0.086	0.016	0.007	APCO	Alameda
18MOY15	Off-road	Equipment replacement	1	\$ 85,200.00	Keith J. Gale General Engineering, Inc.	0.545	0.056	0.020	APCO	Solano
5 Projects			7	\$ 329,415.00		1.268	0.170	0.067		

Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 10/7/16

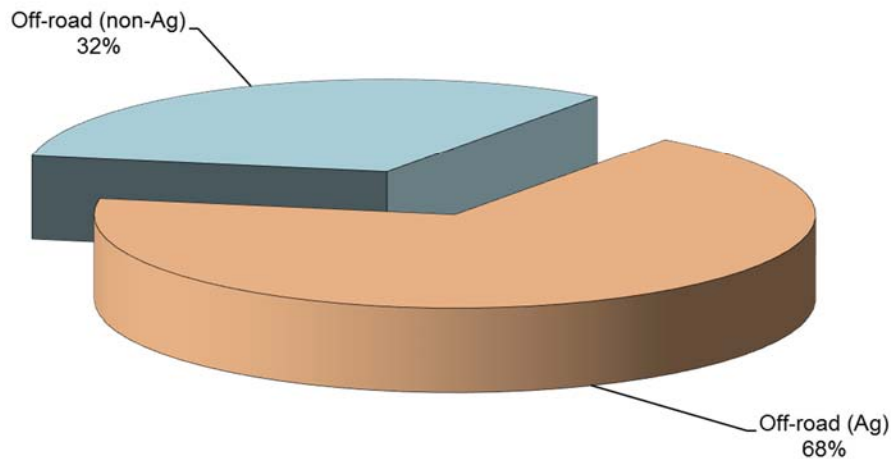
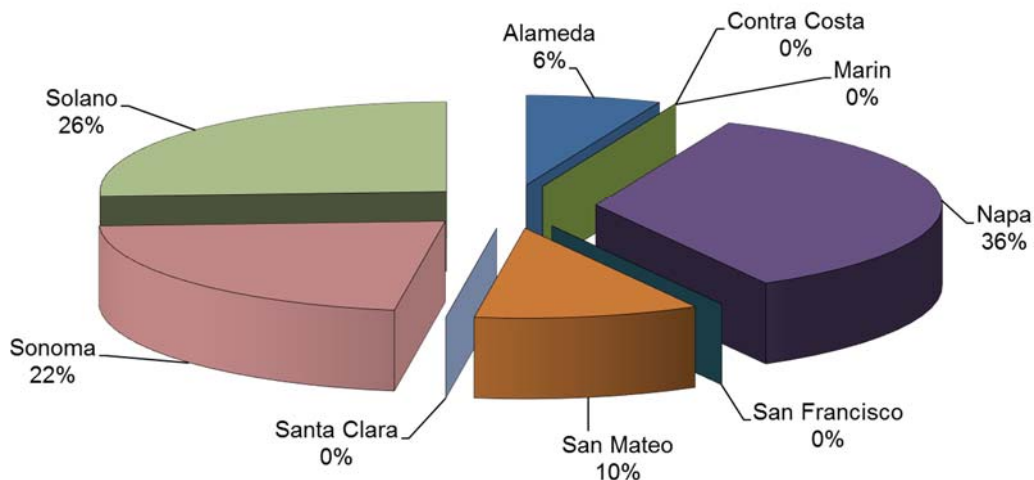


Figure 2: CMP/ MSIF Funding Distribution by County as of 10/7/16



AGENDA 4 - ATTACHMENT 3

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

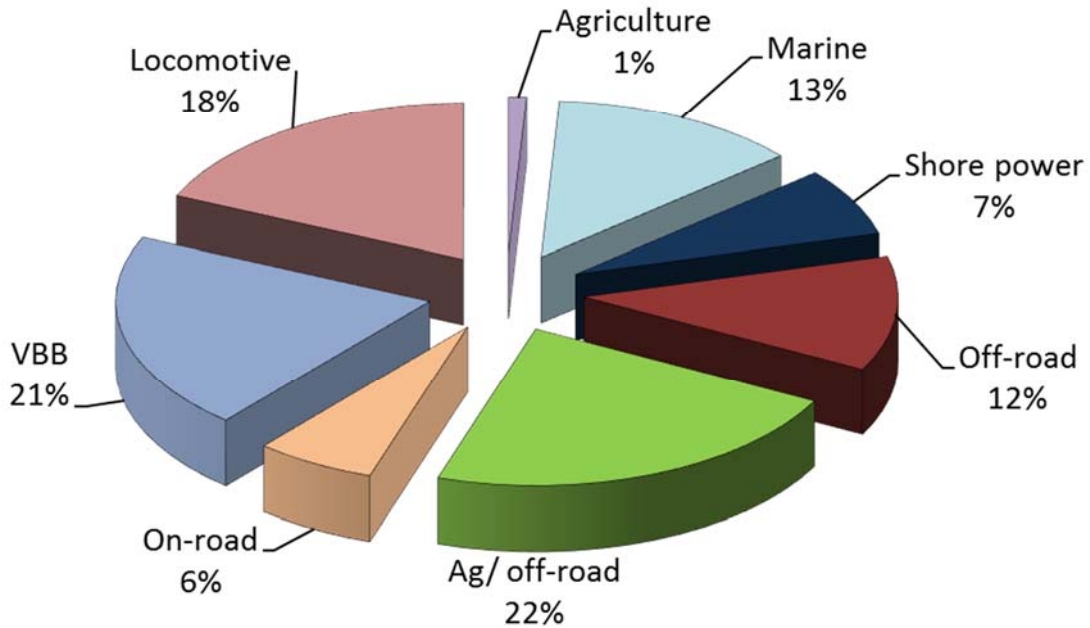
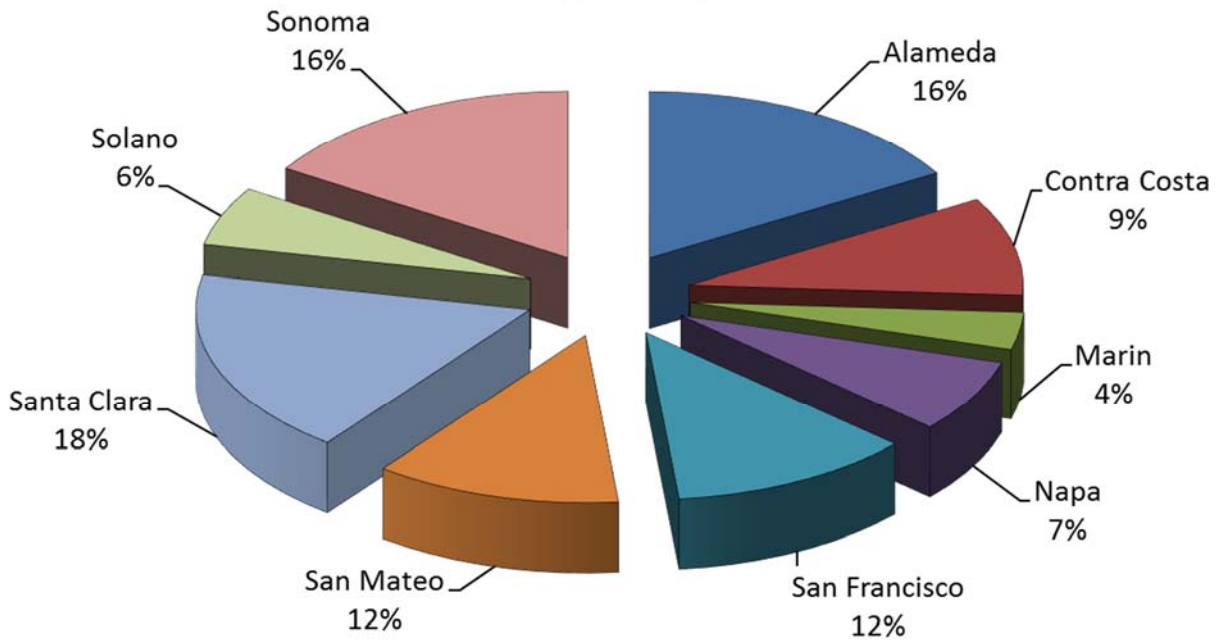


Figure 4: CMP, MSIF, VBB and VIP funding since 2009 by county



AGENDA 4 - ATTACHMENT 4

Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)

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	\$184,000	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
16EV017	PEV	Install 2 dual-port and 5 single-port Level 2 charging stations in Martinez	\$21,000	Contra Costa County	0.005	0.007	0.001	7/18/16	No	Contra Costa
16EV018	PEV	Install 3 single-port Level 2 charging stations (with wind) in San Francisco	\$10,925	Oceanview Village HOA	0.002	0.003	0.000	6/14/16	No	San Francisco
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
16EV037	PEV	Install 2 dual-port Level 2 charging stations in Suisun City	\$12,000	City of Suisun City	0.003	0.004	0.000	6/15/16	No	Solano
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 TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)

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	Yes	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
16EV062	PEV	Install 5 single-port Level 2 charging stations in San Jose	\$15,000	Carrara at Tuscany Hills Owners' Association	0.004	0.005	0.001	7/26/16	Yes	Santa Clara
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
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	No	Alameda

AGENDA 4 - ATTACHMENT 4

Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
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
16PEV006	PEV	PEV rebate for 7 BEVs	\$17,500	City of San Jose	0.003	0.004	0.000	8/17/16	Yes	Santa Clara
16PEV007	PEV	PEV rebate for 2 ZEMs	\$5,000	City of Berkeley	0.000	0.014	0.000	7/28/16	Yes	Alameda
16PEV008	PEV	PEV rebate for 10 BEVs for City of Oakland	\$25,000	City of Oakland	0.004	0.005	0.001	8/4/16	Yes	Alameda
16HDZ001	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 15 30' zero-emission battery electric buses	\$334,549	UC Regents	0.268	0.033	0.007	7/20/16	Yes	San Francisco
16HDZ002	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 2 40' zero-emission battery electric buses and scrap 1 model year 2001 bus	\$96,190	Solano County Transit	0.409	0.279	0.002	8/10/16	Yes	Solano
16HDZ004	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 5 40' zero-emission battery electric buses	\$228,170	Santa Clara Valley Transportation Authority (VTA)	0.163	0.009	0.007	Pending	Yes	Santa Clara
16HDZ005	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 10 40' zero-emission battery electric buses and scrap 10 model year 2003 buses	\$473,990	San Mateo County Transit District	1.435	0.100	0.005	Pending	No	San Mateo
16HDZ007	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 2 35' zero-emission battery electric buses	\$135,022	Marin County Transit District	0.097	0.005	0.004	Pending	No	Marin
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	7/20/16	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	7/20/16	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	PresidioGo 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

AGENDA 4 - ATTACHMENT 4

Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
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	7/20/16	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
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
16BR014	Bicycle Racks	Purchase and install 4 bicycle racks for San Carlos School District (24 capacity)	\$2,880	San Carlos School District	0.006	0.009	0.004	7/28/16	No	San Mateo
16BR015	Bicycle Racks	Purchase and install 33 bicycle racks for City of Fremont (66 capacity)	\$3,960	City of Fremont	0.008	0.012	0.005	7/19/16	No	Alameda
16BR016	Bicycle Racks	Purchase and install 5 bicycle racks for City of Saint Helena (10 capacity)	\$600	City of Saint Helena	0.001	0.002	0.001	7/19/16	No	Napa
16BR017	Bicycle Racks	Purchase and install 4 bike racks for Napa County Office of Education (8 capacity)	\$480	Napa County Office of Education	0.001	0.001	0.001	7/28/16	No	Napa
16BR018	Bicycle Racks	Purchase and install 30 bike racks for City of Menlo Park (60 capacity)	\$3,600	City of Menlo Park	0.008	0.011	0.005	8/8/16	No	San Mateo
16BR019	Bicycle Racks	Purchase and install 25 bike racks for City of Morgan Hill (50 capacity)	\$3,000	City of Morgan Hill	0.006	0.009	0.004	8/4/16	No	Santa Clara
16BR020	Bicycle Racks	Purchase and install 10 bike racks for City of Napa (200 capacity)	\$1,200	Napa Valley Transportation Authority	0.003	0.004	0.002	8/8/16	No	Napa
16BR021	Bicycle Racks	Purchase and install 28 bike racks for City of Richmond (60 capacity)	\$3,600	City of Richmond	0.008	0.011	0.005	8/4/16	Yes	Contra Costa
16BR022	Bicycle Racks	Purchase and install 100 bike racks for Gunn High School (200 capacity)	\$10,548	Gunn High School	0.025	0.035	0.016	8/8/16	No	Santa Clara
16BR023	Bicycle Racks	Purchase and install 3 bike racks for City of Cupertino (36 capacity)	\$2,160	City of Cupertino	0.005	0.006	0.003	8/22/16	No	Santa Clara
111 Projects			\$12,675,806		24.96	20.51	15.93			

* 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 10/7/16

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

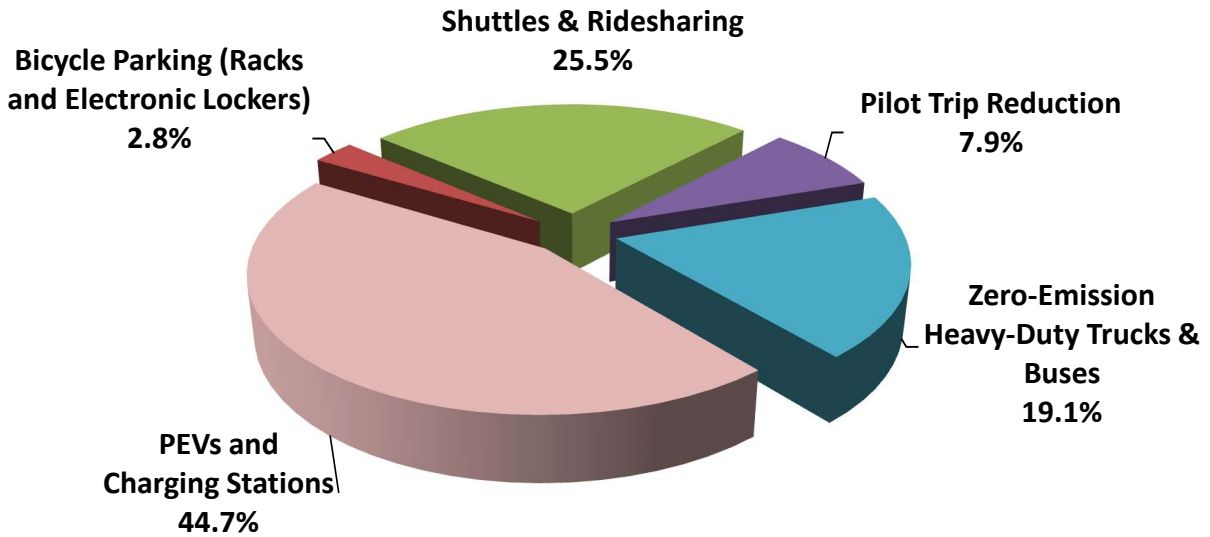
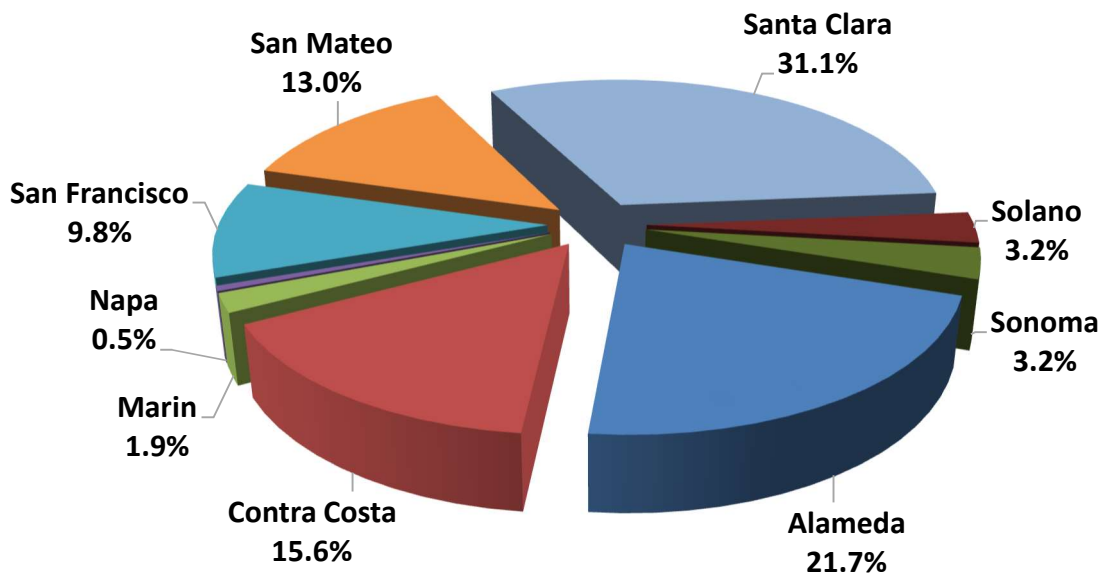


Figure 2: TFCA Projects Awarded in FYE2016
Distributed by County



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: October 12, 2016

Re: Consideration of Fiscal Year Ending (FYE) 2017 Transportation Fund for Clean Air
(TFCA) Shuttle and Regional Rideshare Projects

RECOMMENDATIONS

Recommend Board of Directors:

1. Approve the proposed awards for the six projects listed in Attachment A; and
2. Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects 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. Since 1992, the Air District has allocated these funds to its TFCA Program to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District to eligible programs and projects implemented directly by the Air District (e.g., the Smoking Vehicle, Enhanced Mobile Source Enforcement, Spare the Air, and Bicycle Facility Programs) and through a grant program known as the Regional Fund. On March 16, 2016, the Air District's Board of Directors (Board) allocated up to \$4.05 million for the TFCA FYE 2017 Trip Reduction Program, which included funding for shuttle, regional rideshare, and pilot trip reduction projects. Later, on July 20, 2016, the Board approved the Regional Fund Policies and Evaluation Criteria for the FYE 2017 cycle.

Staff will present an overview of the FYE 2017 TFCA Regional Fund Shuttle/Feeder Bus Service, and Regional Rideshare Projects policies and evaluation criteria, project evaluation results, and recommendations for grant awards for eligible FYE 2017 shuttle and rideshare projects.

DISCUSSION

Staff opened a call for the Shuttle and Regional Rideshare Programs on July 22, 2016, and held grant application workshops via webinar on July 28, August 8, and August 25, 2016. Six applications for FYE 2017 funding were received by the September 1, 2016 deadline, and one application was received after the deadline, on September 7, 2016. Of the seven applications received, five applications were for shuttle projects (totaling 33 routes) and two were for regional ridesharing projects. All projects were evaluated for conformance with Board-approved Policies and Evaluation Criteria and staff worked with all applicants over the review phase to ensure that all information received was accurate and complete.

Based on a cost-effectiveness threshold of \$150,000/ton of emissions reduced for ridesharing projects, \$250,000/ton of emissions reduced for shuttle projects in highly impacted communities, and \$200,000/ton of emissions reduced for all other shuttle projects, four projects are recommended for award at the full requested amount. Two other projects, the Associated Students, San Jose State University's Ridesharing and Trip Reduction project and portions of the Peninsula Corridor Joint Powers Board's (PC-JPB) Caltrain Shuttle Program, are recommended at a reduced award amount in order to meet the Board-approved cost-effectiveness criteria. Staff recommends awarding \$2,809,400 in FYE 2017 TFCA Regional Funds to these six projects, leaving a balance of approximately \$1.24 million available for the Pilot Trip Reduction Program. In total, the recommended projects will result in the combined reduction of approximately 30 tons of criteria pollutants (ROG, NOx, and PM), and 13,400 tons of greenhouse gases.

The Board-approved Policies also require that 60% of funding be reserved for projects that are located in Highly Impacted Communities (HIC), as defined by the Air District's Community Air Risk Evaluation (CARE) program and in Priority Development Areas (PDA). Over 69% (\$1,951,210) of the funds being recommended for award are for projects that reduce emissions in these highly impacted Bay Area communities.

One project and portions of the PC-JPB's Caltrain Shuttle Program are not recommended for award because they are not cost-effective at any funding amount based on their low ridership numbers. These project sponsors were notified by the Air District of this determination. A listing of the projects that are not recommended for funding is included in Attachment B.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes program monies as "pass-through" funds on a reimbursement basis. Administrative costs for project staffing are provided by the Air District's TFCA.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Linda Hui and Ken Mak
Reviewed by: Chengfeng Wang and Karen Schkolnick

Attachment A: Projects Recommended for Award – FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

Attachment B: Projects Not Recommended for Award – FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

ATTACHMENT A: Projects Recommended for Award - FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

FYE 2017 Shuttle and Ridesharing Applications, Projects Recommended for Funding											
Project #	Project Sponsor	Project Title	Recommended Award (total project)	Est C-E (total project)	Total Project Cost	Route	Recommended Award (route)	Est C-E (route)	Criteria Pollutants (tons)	CO2 (tons)	CARE Area or PDA
Regional Ridesharing Applications											
17R11	Metropolitan Transportation Commission	511 Regional Carpool Program	\$870,000	\$133,349	\$1,200,000	-	-	-	8.08	703.20	
17R12	Associated Students, San Jose State University	SJSU Ridesharing and Trip Reduction	\$139,500	\$149,893	\$164,706	-	-	-	0.86	505.69	YES
Shuttle / Feeder Bus Applications											
17R14	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	\$639,900	See Individual Routes	\$1,965,000	Bayshore West - Mtn View	\$14,700	\$249,560	0.08	24.45	YES
						Bayside – Burlingame	\$46,500	\$199,936	0.24	86.75	
						Bowers / Walsh - Sunnyvale	\$24,100	\$249,657	0.10	40.80	YES
						Duane Avenue - Mtn View	\$41,900	\$249,607	0.16	93.38	YES
						Lincoln Centre - Foster City	\$65,000	\$198,010	0.31	167.10	
						Marguerite – Stanford Combined	\$195,000	\$28,765	6.31	3,616.78	
						Marsh Road - Menlo Park	\$39,000	\$195,354	0.19	109.61	
						Mission College – Sunnyvale	\$86,100	\$249,914	0.33	175.81	YES
						Pacific Shores - Redwood City	\$74,100	\$199,868	0.35	183.31	
						Sierra Point (Millbrae) – Brisbane	\$36,600	\$199,931	0.18	82.73	
17R15	San Joaquin Regional Rail Commission	ACE Shuttle 53 and 54	\$100,000	See Individual Routes	\$320,988	53	\$50,000	\$47,498	0.99	657.87	YES
						54	\$50,000	\$151,181	0.31	276.43	YES
17R16	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	\$960,000	See Individual Routes	\$1,381,411	Brown	\$95,274	\$71,914	1.24	754.87	YES
						Gray	\$160,507	\$77,161	1.94	1,181.04	YES
						Green	\$93,042	\$141,324	0.62	374.08	
						Orange	\$88,790	\$125,808	0.66	397.98	YES
						Purple	\$96,991	\$76,791	1.18	719.16	YES
						Red	\$162,406	\$92,741	1.64	989.94	
						Violet	\$101,797	\$98,079	0.97	586.23	YES
Yellow	\$161,193	\$93,295	1.61	980.21	YES						
17R17	Presidio Trust	PresidiGo Shuttle	\$100,000	\$71,244	\$492,028	PresidiGo	\$100,000	\$71,244	1.33	664.70	YES
TOTALS:			\$2,809,400		\$5,524,133	22 Shuttle Routes; 2 Ridesharing			29.77	13,419	69%

ATTACHMENT B: Projects Not Recommended for Award - FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

FYE 2017 Shuttle and Ridesharing Applications, Projects Not Recommended for Funding								
Project #	Project Sponsor	Project Title	Total Project Cost	Route	Requested Amount	Criteria Pollutants (tons)	CO2 (tons)	Reason for Rejection
17R13	Golden Gate Bridge, Highway & Transportation District	"The Wave"	\$930,000	"The Wave"	\$760,000	-1.74	-5104.27	Not Cost-effective at any dollar amount
17R14	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	\$1,525,000	Bayshore/Brisbane-Commute	\$25,000	0.03	10.53	
				Bayshore East - Mtn View	\$90,000	0.03	-46.40	
				Campus Drive - San Mateo (Hillsdale)	\$50,000	0.10	55.03	
				Clipper - RW Shores	\$50,000	0.08	41.21	
				Electronic Arts - Redwood Shores	\$75,000	0.03	9.38	
				Embarcadero - Palo Alto	\$100,000	0.00	-33.20	
				Mariners Island - San Mateo	\$50,000	0.05	6.23	
				Norfolk (Hillsdale) - San Mateo	\$20,000	0.05	26.58	
				Oracle - Redwood Shores	\$50,000	-0.02	-32.03	
		Twin Dolphin - RW Shores	\$25,000	0.04	16.73			
TOTALS:			\$2,455,000	11 Shuttle Routes	\$1,295,000	-1.37	-5050.20	

Note: negative emissions indicates that emissions increased due to the implementations of the project

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: October 12, 2016

Re: Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2018, a Modification to FYE 2017 TFCA CPM Fund Policies, and Request for a Waiver from Alameda County Transportation Commission (ACTC)

RECOMMENDATIONS

Recommend the Board of Directors:

1. Approve the proposed FYE 2018 TFCA CPM Fund Policies;
2. Approve a proposed change to FYE 2017 TFCA CPM Fund Policy #16 to increase the administrative costs limit to 6.25% to align it with recent amendment to California Health and Safety Code Section 44233; and
3. Approve a policy waiver to allow Alameda County Transportation Commission (ACTC) to use FYE 2017 TFCA CPM Funds for a shuttle project.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District has allocated these funds through its TFCA program to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

By law, forty percent of these revenues are distributed to designated CPMs in each of the nine counties within the Air District's jurisdiction. Each year the Air District Board of Directors (Board) is required to adopt policies to allocate these funds to maximize emissions reductions and public health benefits. During the Committee meeting, staff will present an overview of the proposed changes to the TFCA CPM Fund Policies for FYE 2018 and the public input process.

DISCUSSION

The proposed FYE 2018 TFCA CPM Fund Policies are based on revisions to the prior year's Policies to ensure consistency with California Health and Safety Code requirements and to reflect input received over the last year from the Board, CPM representatives, and members of the public.

On August 12, 2016, staff issued a request for comments on the draft proposed FYE 2018 Policies to the nine Bay Area CPMs. Four workgroup meetings were held with CPM representatives to discuss the proposed policy updates (on May 18th, June 29th, July 27th, and August 1st of 2016). By the September 14, 2016 deadline, comments were received from three of the nine CPMs. Based on the feedback and comments received during the past year and during the public comment period, staff updated the Policies to include the following changes:

- Streamlined and improved wording to clarify and to ensure adherence to state statute;
- Increased the cost-effectiveness limit for shuttle projects to align it with the Board-adopted FYE 2017 TFCA Regional Fund Policies;
- Revised policy language for Alternative Fuel Light-Duty Vehicles and Alternative Fuel Heavy-Duty Vehicles and Buses to align with the Board-adopted FYE 2017 TFCA Regional Fund Policies;
- Added On-Road Goods Movement Truck Replacements as an eligible category for the replacements of diesel-power trucks that are used for goods movement;
- Allowed upgrades to an existing bicycle facility when converting from a Class-2 or Class-3 to a Class-1 or Class-4 bike facility; and
- Clarified requirements for bike share projects.

Attachment A contains the proposed FYE 2018 Policies, Attachment B shows the changes between the proposed Policies and the previous year's Policies, and Attachment C contains a listing of the comments received and the responses from staff.

Staff is also recommending a change to FYE 2017 TFCA CPM Fund Policy #16 to retroactively increase the administrative costs limit from 5% to 6.25% to align it with recent amendment to HSC Section 44233. The FYE 2017 policies were adopted in 2015, well before this change to the legislation.

Request for Policy Waiver

TFCA CPM Fund Policy #3 allows CPMs to seek Air District Board of Directors' approval on a case-by-case basis for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not meet all of the Board-adopted policies. Table 1 lists a project that requires Board approval because it does not conform to the FYE 2017 TFCA CPM Fund Policies.

Alameda CTC submitted a request to the Air District by the August 18, 2016 deadline, seeking a policy waiver for the Oakland Broadway B Shuttle. Air District staff has reviewed the request and

determined that this project does not meet Board-adopted Policy #28D, which requires funds be used for only shuttle services to locations that are under-served, and Policy #28E, which prevents funding beyond January 1, 2017 for services that do not meet Policy #28D. Staff determined that this project does conform to the provisions of HSC section 44241 and Board-adopted TFCA cost-effectiveness. The waiver that is being requested would allow the Alameda CTC to continue to support non-peak hour service, which is not funded by either the Air District’s Regional Fund or Spare the Air Program. Therefore, staff is requesting that the Board consider Alameda CTC’s request, as allowed by Policy #3.

Table 1: FYE 2017 Project Requiring Case-by-Case Approval

Project Name	Description	TFCA Funds	CPM	Est. Total Project Cost
Alameda CTC-Oakland Broadway B Shuttle	Operate free shuttle from BART, San Francisco Bay Ferry, Amtrak and Capitol Corridor to downtown Oakland during off-peak hours in FYE 2017 - 2018.	\$367,000		\$1,144,265

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The recommended policy changes have no impact on the Air District’s budget.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Linda Hui
Reviewed by: Chengfeng Wang and Karen Schkolnick

- Attachment A: Proposed TFCA County Program Manager Fund Policies for FYE 2018
- Attachment B: Proposed TFCA County Program Manager Fund Policies for FYE 2018 Policies as a redlined version of Board-approved TFCA County Program Manager Fund Policies for FYE 2017 Policies
- Attachment C: Comments Received from County Program Managers on Proposed Policies and Air District Staff Responses.

The following Policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2018.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** 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 these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2018.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

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 funds 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. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project’s TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for FYE 2018 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000

28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
28.i.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a-h.
28.i	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a-h.
29	Bicycle Projects	250,000
30	Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2018. For purposes of this policy, “commence” means a tangible action taken in connection with the project’s operation or implementation, for which the grantee 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.
7. **Maximum Two Years Operating Costs:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service).

Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use any TFCA funds to cover the costs of developing grant applications.

USE OF TFCA FUNDS

15. **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 County Program Manager Fund project. Projects that are funded by the TFCA County Program

Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. For example, County Program Manager-funded projects may be combined with Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.

16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Reserved.**
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. Vehicles are 2017 model year or newer
 - i) hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or

- ii) electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. 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.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the cost of the project.

Grantees 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.

23. Reserved.

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles purchased and/or leased either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles are 2017 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. 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.
- e. **Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Grantees 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.

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.

- 25. On-Road Goods Movement 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 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods

movement as defined by CARB. 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.

26. Alternative Fuel Infrastructure:

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

27. Ridesharing Projects: Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. Shuttle/Feeder Bus Service:

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct 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 corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA 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. Grantees 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.

- g. 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.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. 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).
- i. **Pilot Shuttle/Feeder Bus Service** projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:
 - i) Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
 - ii) Provide written documentation of plans for financing the service in the future;
 - iii) Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
 - iv) Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - (1) During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 - (2) By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
 - v) Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - (1) By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and

- (2) By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a-h. (existing shuttles).

29. **Bicycle Projects:**

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. New Class-1 bicycle paths;
- b. New Class-2 bicycle lanes;
- c. New Class-3 bicycle routes;
- d. New Class-4 cycle tracks or separated bikeways;
- e. Upgraded Class-1 or Class-4 bicycle facilities;
- f. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- g. Electronic bicycle lockers;
- h. Capital costs for attended bicycle storage facilities; and
- i. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- j. Reserved.

All bicycle facility 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.

30. **Bike Share:**

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips.

Projects that meet one or more of the following conditions are exempt from this requirement:

- i) Projects that do not require membership or any fees for use, or
- ii) Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii) Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2018 TFCA funds to pay for up to five years of operations.

31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

The following Policies apply only to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2018.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** 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 these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 201~~7~~8.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

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 funds 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. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project’s TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for FYE 201~~7~~8 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	Alternative Fuel Bus Replacement <u>On-Road Goods Movement Truck Replacements</u>	250,000 <u>90,000</u>
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000

28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
28.i.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 -- <u>see Policy #28.a-h.175,000</u>
28.i	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years <u>1 & 2</u> - 500,000 Year 2 – 200,000 Year 3 - <u>see Policy #28.a-h.175,000</u>
29	Bicycle Projects	250,000
30	Bay Area Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board--adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control measures and Mobile Source Control measures included in the Air District's most recently approved strategies plan for achieving and maintaining State and national ambient air quality zone standards, those plans and programs established which are adopted pursuant to HSC sections 40233, 40717, and 40919; and, when specified, ~~with~~ other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 20178. For purposes of this policy, “commence” means includes a tangibly preparatory actions taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. ~~For purposes of this policy,~~ “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.

7. **Maximum Two Years Operating Costs:** ~~Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for Projects that provide a service-based projects (e.g., such as ridesharing, programs and shuttle and feeder bus service projects), are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years.~~ Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242, or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use any TFCA funds to cover the costs of developing grant applications ~~for TFCA funds.~~

USE OF TFCA FUNDS

15. **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 County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. (For example, County Program Manager-funded projects ~~are eligible for~~ may be combined with Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.)
16. **Administrative Costs:** The County Program Manager may not expend more than ~~five~~ 6.25 percent ~~(5%)~~ of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. ~~**Reserved. Incremental Cost (for the purchase or lease of new vehicles): For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and the price of its new conventional vehicle counterpart that meets, but does not exceed, the most current emissions standards at the time that the project is evaluated.**~~
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

Eligibility: ~~These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:~~

~~a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.~~

~~b. Purchase or lease of Vehicles are 2017 model year or newer~~

~~→ hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or:~~

~~i)~~

~~ii) Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.~~

~~c. For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Vehicles must be maintained and operated within the Air District's jurisdiction.~~

~~a. 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.~~

~~d.~~

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the ~~incremental~~ cost of the project.

Grantees 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.

23. Reserved.

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

Eligibility: These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following ~~additional~~ conditions must be met for a project to be eligible for TFCA Funds:

a. Vehicles purchased and/or leased either have a GVWR greater than 14,000 lbs or are classified as urban buses; ~~and~~

~~b. Vehicles are~~ 2017~~5~~ model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles ~~approved~~certified by the CARB.

~~b.~~

c. Vehicles must be maintained and operated within the Air District's jurisdiction.

d. 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.

e. Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Grantees 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.

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.

~~25.1. TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.~~

~~26.1. **Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.**~~

~~27.~~

~~28. **Alternative Fuel Bus Replacement:**~~

~~29.25. **On-Road Goods Movement 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 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. 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. **Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements and the same scrapping requirements listed in Policy #24.**~~

~~30.26. **Alternative Fuel Infrastructure:**~~

~~**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public~~

and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its useful lifeyears-of-effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

31.27. Ridesharing Projects: Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

32.28. Shuttle/Feeder Bus Service:

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct 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 corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA 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. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or in FYE 2017 may request an exemption from the requirements of Policy 28.D. provided they meet the following requirements: 1) No further TFCA project funding as of January 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or a plan to come into compliance with Policy 28.D. and all other eligibility criteria.~~
- f. ~~Shuttle/feeder bus service applicants~~Grantees 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.

- g. ~~A 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.
- h. ~~Existing projects~~ Each route must meet ~~thea~~ cost-effectiveness requirement in Policy #2 of \$200,000 per ton of emissions reduced. 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 \$250,000 per ton of emissions reduced.
- i. **Pilot Shuttle/Feeder Bus Service:** ~~Pilot shuttle/feeder bus service~~ projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:
 - i) Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
 - ii) Provide written documentation of plans for financing the service in the future;
 - iii) Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
 - iv) Pilot projects located in Highly Impacted Communities as defined in the Air District ~~Community Air Risk Evaluation (CARE)~~ Program and/or a Planned or Potential ~~Priority Development Area (PDA)~~ may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - (1) During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 - ~~(2) By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and~~
 - ~~(3)~~(2) By the end of the third year of operation, projects must ~~not exceed a cost-effectiveness of \$175,000/ton and~~ meet all of the requirements, including- cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
 - v) Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year,

and continued funding will be contingent upon the projects meeting the following requirements:

- (1) By the end of the first year of operation, projects shall meet a cost-effectiveness of \$~~250~~0,000/ton, and
- (2) By the end of the second year of operation, projects ~~shall cost \$175,000 or less per ton (cost-effectiveness rating) and~~ shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a-h. (existing shuttles).

33.29. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, ~~or~~ Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. New Class-1 bicycle paths;
- b. New Class-2 bicycle lanes;
- c. New Class-3 bicycle routes;
- d. New Class-4 cycle tracks or separated bikeways;
- e. Upgraded Class-1 or Class-4 bicycle facilities;~~Reserved.~~
- f. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- g. Electronic bicycle lockers;
- h. Capital costs for attended bicycle storage facilities; and
- i. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- j. Reserved.

All bicycle facility 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.

34.30. Bay Area Bike Share:

~~P~~These projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips ~~are.~~ To be eligible for TFCA funds, subject to all of the following conditions:

- a. ~~, bicycle share projects must work in unison with the existing Bay Area Bike Share Project~~ Projects must by either increasing the fleet size of ~~within the initial~~

~~participating existing~~ service areas or ~~expanding the~~ existing service areas to include ~~additional new~~ Bay Area communities.

- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership -and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for maximize benefits to the end users byby- reducing the number of separate independent operaoperators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i) Projects that do not require membership or any fees for use, or
 - ii) Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
 - iii) Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2018 TFCA funds to pay for up to five years of operations.~~Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects may be awarded TFCA funds to pay for up to five years of operations.~~

35.31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

36.32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.~~;~~and
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.

- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
<p>Lauren Ledbetter <i>Santa Clara Valley Transportation Authority</i></p>	<p>Policy 29. Bicycle Projects: Upgrades from existing class 2 or class 3 to class 1 or class 4 are eligible for funding – I agree with this.</p>	<p>Noted.</p>
	<p>Bicycle use also goes up when you upgrade from a class 3 (bike route) to a class 2 (bike lane). As currently written, these upgrades are not eligible. I suggest Air District consider revising language to include Class 3 to class 2 upgrades as eligible projects.</p>	<p>Staff will look at this for future consideration. Currently, surplus emission reductions resulting from these types of upgrades are uncertain.</p>
	<p>Policy 30. Bike Share: Requirement to have “shared membership” with Bay Area Bike Share Is Motivate willing to work with cities to provide “shared membership” if the cities don’t use the Motivate system? If not, does the “shared membership” requirement act to push cities to joining Motivate?</p>	<p>Staff has since revised the proposed policy to provide several options for exemption to this requirement. The purpose of this policy is to facilitate and support an integrated, unified regional bike share system and to maximize benefits to the end users by minimizing the number of different independent operators.</p>
	<p>I understand that the Air District desires to see regional coordination with bike share. However, I would argue that there may be more cost-effective ways of providing bike share than through the Motivate model, particularly in suburban communities.</p>	<p>See response above.</p>
<p>Jacki Taylor <i>Alameda County Transportation Commission</i></p>	<p>Policy 2. TFCA Cost-Effectiveness (Table 1): Staff requests revising the cost-effectiveness maximum for 2nd year pilot shuttles and 3rd year pilot shuttles within PDAs/CARE areas to be consistent with the maximum set for existing shuttles. Table 1 identifies the maximum cost-effectiveness for the various project types and for pilot shuttles and pilot shuttles within PDAs, different maximums are listed for the 1st, 2nd and 3rd years of operation. It appears as though by the 2nd year of operation for pilots and the 3rd year for pilots within PDAs that the maximum CE limitation is only \$175K TFCA/ton, which is lower than the maximum of \$200K TFCA/ton for existing shuttles and \$250K TFCA/ton for existing shuttles within PDAs/CARE areas.</p>	<p>Noted. Staff has revised the cost-effectiveness limits so that pilot shuttles, by the end of the second year, and pilot shuttles within CARE or PDAs, by the end of the third year, would need to meet the cost-effectiveness limits set for existing shuttles (Policy 28.a.-h.)</p>

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
	<p>Policy 16. Administrative Costs:</p> <p>Staff supports increasing the allowable program administrative costs from 5% to 6.25%. Can Air District staff provide some clarification as to how the revised 6.25% maximum was determined, e.g., why 6.25% was chosen instead of 6% or 7%? Regarding the proposed increase, will the administration limitation for the FYE17 program also be revised to this higher limit, as initially indicated, or is the Air District waiting until FYE 18 to implement this change?</p>	<p>The increase in allowable administrative costs is written in the legislation (HSC section 44233) in 2016. As part of this agenda item, staff is also recommending to retroactively increase the allowable administrative costs in the FYE 2017 TFCA County Program Manager Fund Policies.</p>
	<p>Policy 17. Expend Funds within Two Years:</p> <p>Although not explicitly stated under Policy 17, starting in FYE16, the Air District's TFCA Guidance document distributed to the County Program Managers (CPMs) contains language related to Policy 17 that states the Air District will not approve any additional time extensions for bike projects over the two, one-year extensions allowed in under Policy 17. For all other project types, the Air District may consider additional (3rd and subsequent) extension requests on a case-by-case basis. Staff requests the Air District to reconsider its position and give bike projects the same consideration as other project types regarding requests for 3rd and subsequent extensions. During FYE17 the Alameda CTC will be developing its federal OBAG 2 program and with the Air District limiting the TFCA expenditure period for bike projects it constrains our ability to program local TFCA funds to bike projects that are also recommended for federal OBAG 2 funding. Additionally, Air District staff's recommendation to CPMs to deprogram TFCA funds from bike projects that need a 3rd extension is unrealistic, especially if a project has started and costs have been incurred.</p>	<p>Staff spoke to Jacki Taylor, Alameda CTC on 10/3/2016, explaining the following:</p> <p>Expending funds within two years is required by legislation (HSC section 44242).</p> <p>CPMs struggled most significantly with completing bike projects within two years. For that reason, CPMs are encouraged to wait until a project received environmental clearance before allocating funds to that project.</p> <p>Staff will also help CPMs facilitate projects that best uses TFCA funds as matching funds.</p> <p>If a project will take a longer time to implement, CPMs are encouraged to seek a policy waiver (Policy #3).</p>
	<p>Policy 19. RESERVED (formerly Incremental Cost):</p> <p>Staff supports the removal of Policy 19, which had limited TFCA eligible expenditures for vehicle purchases to the incremental cost of a vehicle.</p>	<p>Noted.</p>

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	<p>Policy 28.g. Shuttle/Feeder Bus Service (Concurrence):</p> <p>Policy 28.g. continues the requirement added last year for existing shuttles to obtain concurrence from the transit agency that provides service in the area of the "proposed route". As the language indicates, previously, this requirement for transit agency concurrence had only been required for pilot/new shuttle services. Staff requests that the required concurrence from a transit agency be removed from Policy 28G for existing service and moved back to where it used to be under to Policy 28I, the section for new/pilot shuttles.</p>	<p>The purpose of this policy is to ensure coordination with transit agencies. Since routes do change over time, a letter of concurrence ensures coordination for that year.</p> <p>The letter of concurrence is a requirement for both existing and pilot shuttle/feeder bus service.</p>
	<p>Policy 28.i. Pilot Shuttle/Feeder Bus Service:</p> <p>Under Policy 28.i. iv., it appears as though the cost-effectiveness limitation/maximum needs to be updated so that the maximum for the last year of a shuttle project's pilot designation is consistent with the current maximum for existing shuttle/feeder bus service. Currently, the maximum for pilots is shown as \$175K TFCA/ton, whereas it's \$200K TFCA/ton for existing service, and \$250K TFCA/ton for existing service in PDAs and CARE areas.</p>	<p>Staff has revised the cost-effectiveness limits for these types of projects.</p>
	<p>Policy 29. Bicycle Projects:</p> <p>Staff supports the revision to Policy 29 to allow upgrades of existing Class 2 and 3 facilities to Class 1 and 4 facilities.</p>	<p>Noted.</p>
<p>Mike Pickford San Francisco County Transportation Authority</p>	<p>Policy 29. Bicycle Projects:</p> <p>We are very supportive of staff's proposal to recognize the significant positive impact bicycle facility upgrades have on encouraging bicycle use and the resulting vehicle emission reductions. In urban areas such as San Francisco, which have used more than a decade's worth of TFCA funds to build an impressive network of bicycle facilities, we continue to not just expand our network but also upgrade the existing facilities where safety and/or circulation improvements are calculated to significantly increase the use of the system. The proposed policy change recognizes what data has shown, which is that</p>	<p>Noted.</p>

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	<p>bicycle use isn't just about quantity of facilities provided, it's also about the quality of those facilities.</p>	
	<p>The addition of local and regional plans as sources for projects in the most recent August, 2016 Draft CPM Policies is also a reasonable change, however, we are concerned about the added sentence in this latest draft stating that "Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bike facility is to reduce motor vehicle emissions or traffic congestion." We feel that the proposed language is unnecessary given that the intent of all bike facility improvements is inherently and by definition to increase bike usage. Further, for any bike project seeking TFCA funds, increased bike usage must be demonstrated through the cost effectiveness worksheet that the sponsor submits and Air District staff reviews prior to the approval of TFCA funds.</p> <p>While we concur with the idea of focusing on bike projects that are intended to encourage bicycling (and therefore reduce motor vehicle emissions and/or traffic congestion), our review of existing bike plans shows that this is assumed as the basis for the plan it is not usually explicitly stated, which would inadvertently disqualify projects that could otherwise clearly demonstrate their cost-effectiveness during the application process.</p>	<p>Legislation (HSC section 44241) limits eligible bicycle facility projects to those that are included in an adopted countywide bicycle plan, congestion management program, or countywide transportation plan.</p> <p>For this reason, in order for bicycle projects in other plans to be eligible, staff requires that plans explicitly contain this language to ensure that emission reductions will be achieved through the projects.</p>
	<p>Making bicycle facility upgrades eligible to receive TFCA funds will be a major improvement to the TFCA program, but we ask that you not add the additional proposed requirement that plans specify the specific "purpose" of the bike facility since by their nature bike facilities are intended to increase bike use and therefore reduce motor vehicle emissions.</p>	<p>See response above.</p>