



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SCOTT HAGGERTY – CHAIR
MARGARET ABE-KOGA
CAROLE GROOM
TYRONE JUE
NATE MILEY
JIM SPERING

DAVID CANEPA – VICE CHAIR
PAULINE RUSSO CUTTER
DAVE HUDSON
DOUG KIM
KAREN MITCHOFF

THURSDAY
MAY 24, 2018
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
PUBLIC MEETING PROCEDURE

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.

This meeting will be webcast. To see the webcast, please visit www.baaqmd.gov/bodagendas at the time of the meeting. Closed captioning may contain errors and omissions, and are not certified for their content or form.

Public Comment on Agenda Items: *The public may comment on each item on the agenda as the item is taken up. Public Comment Cards for items on the agenda must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to the Board taking up the particular item. Where an item was moved from the Consent Calendar to an Action item, no speaker who has already spoken on that item will be entitled to speak to that item again.*

Speakers may speak for up to three minutes on each item on the Agenda. However, the Chairperson or other Board Member presiding at the meeting may limit the public comment for all speakers to fewer than three minutes per speaker, or make other rules to ensure that all speakers have an equal opportunity to be heard. The Chairperson or other Board Member presiding at the meeting may, with the consent of persons representing both sides of an issue, allocate a block of time (not to exceed six minutes) to each side to present their issue.

Staff/Phone (415) 749-

2. **APPROVAL OF THE MINUTES OF APRIL 26, 2018**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of April 26, 2018.

3. **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 and authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects.

4. **FISCAL YEAR ENDING (FYE) 2019 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES & EVALUATION CRITERIA**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of the proposed Fiscal Year Ending 2019 Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria.

5. **NEW PROGRAM: CLEAN AND ELECTRIC VEHICLE ADOPTION IN DISADVANTAGED COMMUNITIES**

R. Chiang/8621

rchiang@baaqmd.gov

The Committee will receive an update on a new Air District program to provide incentives for low-income consumers in disadvantaged communities for hybrid, plug-in hybrid, or electric vehicles, or funding for public transportation.

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

Pursuant to Government Code Section 54954.3 Speakers wishing to address the Board on non-agenda matters will be heard at the end of the agenda, and each will be allowed up to three minutes to address the Board at that time.

Members of the Board may engage only in very brief dialogue regarding non-agenda matters, and may refer issues raised to District staff for handling. In addition, the Chairperson may refer issues raised to appropriate Board Committees to be placed on a future agenda for discussion.

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, June 28, 2018, 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
vjohnson@baaqmd.gov

(415) 749-4941
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) 749-4941**

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

MAY 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Climate Protection Committee <i>(Meets on the 3rd Thursday of every other Month)</i> - CANCELLED AND RESCHEDULED TO MONDAY, JUNE 4, 2018 AT 9:30 A.M.	Thursday	17	9:30 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(At the Call of the Chair)</i> - CANCELLED	Monday	21	9:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of every other Month)</i>	Monday	21	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> - CANCELLED	Wednesday	23	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	24	9:30 a.m.	1 st Floor Board Room

JUNE 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Climate Protection Committee <i>(Meets on the 3rd Thursday of every other Month)</i>	Monday	4	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	6	9:30 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(At the Call of the Chair)</i>	Monday	18	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	20	9:30 a.m.	1 st Floor Board Room
Board of Directors Technology Implementation Office Steering Committee <i>(At the Call of the Chair)</i>	Thursday	21	1:00 p.m.	1st Floor, Ohlone Room #107
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	27	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	28	9:30 a.m.	1 st Floor Board Room

JULY 2018

<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	4	9:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of every other Month)</i>	Monday	16	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	18	9:30 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	19	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	25	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	26	9:30 a.m.	1st Floor, Yerba Buena Room #109
AC – 5/16/18 – 2:13 p.m.				G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 14, 2018

Re: Approval of the Minutes of April 26, 2018

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) Meeting of April 26, 2018.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee Meeting of April 26, 2018.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Mobile Source Committee Meeting of April 26, 2018

AGENDA 2A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of April 26, 2018

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, April 26, 2018

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chairperson, Scott Haggerty, called the meeting to order at 9:34 a.m.

Present: Chairperson Scott Haggerty; Vice Chair David Canepa; and Directors Margaret Abe-Koga, Pauline Russo Cutter, David Hudson, Nate Miley, and Karen Mitchoff.

Absent: Directors Carole Groom, Tyrone Jue, Doug Kim, and Jim Spering.

Also Present: None.

2. APPROVAL OF THE MINUTES OF FEBRUARY 22, 2018

Public Comments:

No requests received.

Committee Comments:

None.

Committee Action:

Vice Chair Canepa made a motion, seconded by Director Hudson, to approve the Minutes of February 22, 2018; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Haggerty, Hudson, and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Groom, Jue, Kim, Miley, and Spering.

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

Karen Schkolnick, Strategic Incentives Division Director, introduced Mark Tang, Staff Specialist, who gave the staff presentation *Projects with Proposed Awards Over \$100,000*, including: overview; Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), Assembly Bill (AB) 134, and Transportation Fund for Clean Air (TFCA); CMP Year 19; CMP and MSIF funds awarded as of April 5, 2018 and since 2009; TFCA funds awarded by project category and county; Charge! Program summary; new California Air Resources Board (CARB) funding; and recommendations.

Public Comments:

Public comments were given by Richard Sinkoff, Port of Oakland; and James Rice, SSA Terminals.

Committee Comments:

The Committee and staff discussed the status of staff’s efforts to identify the ideal locations to deploy DC fast-chargers for electric vehicles (EV), sub-regional location suggestions from Committee members, and whether car dealerships will be eligible for District-funded EV charging infrastructure; the request for exact locations of existing Bay Area EV charging stations (both funded by the District and funded by other sources); the status of all District EV initiatives, the public’s desire for more information on EV resources, and how cities can best align their funds for sustainability projects with the District’s goals and resources; the District’s EV Coordinating Council; the SSA terminal (at the Port of Oakland) retrofit project application, and how the District would be funding that project with AB 134 funds, versus CMP funds; the suggestion that the District get involved with those that are deploying hydrogen refueling stations in California; and the need for EV charging technology that *fully* recharges vehicles overnight.

NOTED PRESENT: Director Abe-Koga was noted present at 9:45 a.m.

Committee Action:

Director Mitchoff made a motion, seconded by Vice Chair Canepa, to recommend that the Board approves staff recommendations; and the motion carried by the following vote of the Committee:

- AYES: Abe-Koga, Canepa, Cutter, Haggerty, Hudson, and Mitchoff.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Groom, Jue, Kim, Miley, and Spring.

4. FISCAL YEAR ENDING (FYE) 2019 TRANSPORTATION FUND FOR CLEAN AIR FUNDING ALLOCATION

Ms. Schkolnick introduced Chengfeng Wang, Strategic Incentives Division Manager, who gave the staff presentation *FYE 2019 TFCA Funding Allocation*, including: overview; TFCA

background; proposed FYE 2019 TFCA funding allocation; trip reduction; clean air vehicles; other Air District-sponsored programs; cost-effectiveness limits for Air District-sponsored programs; and recommendations.

NOTED PRESENT: Director Miley was noted present at 10:10 a.m.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed the types of shuttle and ridesharing projects that are funded by TFCA funds; the annual TFCA allocation for the District’s vehicle Buy Back program; and how CARB’s Enhanced Fleet Modernization Plus-up Program will incentivize lower-income motorists to scrap high-emitting vehicles and replace with cleaner options.

Committee Action:

Director Cutter made a motion, seconded by Director Abe-Koga, to recommend that the Board approves staff recommendations; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Cutter, Haggerty, Hudson, Miley, and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Groom, Jue, Kim, and Spering.

5. FISCAL YEAR ENDING 2019 TRANSPORTATION FUND FOR CLEAN AIR COUNTRY PROGRAM MANAGER (CPM) EXPENDITURE PLANS

Ms. Schkolnick introduced Linda Hui, Staff Specialist, who gave the staff presentation *FYE 2019 TFCA CPM Expenditure Plans*, including: overview; CPM program background; FYE 2019 funding for CMP; and recommendations.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed the status of the TFCA funds to be reprogrammed, based on funds available for reprogramming from prior-year CPM projects that were recently completed under budget or cancelled, and from any interest earned; legislative requirements, versus District rules, regarding TFCA funds allocated for the CMP; and whether TFCA funds may be used for “complete streets” improvement projects, which enable various modes of transportation to share infrastructure.

Committee Action:

Director Mitchoff made a motion, seconded by Vice Chair Canepa to recommend that the Board approves staff recommendations; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Cutter, Haggerty, Hudson, Miley, and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Groom, Jue, Kim, and Spering.

6. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

7. COMMITTEE MEMBER COMMENTS

None.

8. TIME AND PLACE OF NEXT MEETING

The next meeting of the Mobile Source Committee meeting is scheduled for Thursday, May 24, 2018, 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 10:40 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: May 14, 2018

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

RECOMMENDED ACTION

Recommend Board of Directors:

1. Approve Carl Moyer Program and Transportation Fund for Clean Air projects with proposed grant awards over \$100,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.

BACKGROUND

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (ARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NO_x), 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 (HSC) 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.

In 2017, Assembly Bill (AB) 617 directed the ARB, in conjunction with local air districts to establish the Community Air Protection Program. AB 617 provides a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. In advance of the development of the Community Air Protection Program, the Governor and legislature established an early action component to AB 617 to use existing incentive programs to get immediate emission reductions in the communities most affected by air pollution. AB 134 appropriated \$250 million from the

Greenhouse Gas Reduction Fund (GGRF) to reduce mobile source emissions including criteria pollutants, toxic air contaminants, and greenhouse gases in those communities. The Bay Area has been allocated \$50 million of these funds for emission reduction projects. These funds will be used to implement projects under the CMP, and optionally under the Proposition 1B Goods Movement Emission Reduction Program.

On March 1, 2017, the Board of Directors (Board) authorized Air District participation in Year 19 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 the 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 April 19, 2017, the Board allocated \$29.24 million in TFCA monies, including both new funds and carryover, for eligible projects in Fiscal Year Ending (FYE) 2018, authorized cost-effectiveness limits for Air District-sponsored FYE 2018 programs, and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for TFCA-revenue funded projects with individual grant award amounts up to \$100,000. On August 2, 2017, the Board adopted policies and evaluation criteria for the FYE 2018 TFCA Regional Fund program.

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 grant applications based upon the respective governing policies and guidelines established by the ARB and the Board.

DISCUSSION

Carl Moyer Program and Community Health Protection Grant Program:

For the CMP Year 19 cycle, the Air District had more than \$16 million available for eligible CMP and school bus projects from a combination of MSIF and CMP funds. The Air District started accepting project applications for the CMP Year 19 funding cycle on October 12, 2017 and applications are accepted and evaluated on a first-come, first-served basis. On December 20, 2017 the Board authorized the Air District to accept, obligate and expend \$50 million in AB 134 funds through the Community Health Protection Grant Program.

As of May 4, 2018, the Air District had received 160 project applications. Of the applications that have been evaluated between April 5, 2018, and May 4, 2018, seven eligible projects have

proposed individual grant awards over \$100,000. These projects will replace seven pieces of agricultural equipment, three school buses, and 59 pieces of off-road equipment, and will reduce over 54 tons of NO_x, ROG and PM per year. Staff recommends the allocation of \$8,641,427 for these projects from a combination of CMP funds, MSIF revenues and Community Health Protection Grant Program funds. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2, lists all of the eligible projects that have been received by the Air District as of May 4, 2018, and summarizes the allocation of funding by equipment category, and county. Approximately 64% 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 Community Health Protection Grant Program funding since 2009 (more than \$160 million awarded to 875 projects).

Transportation Fund for Clean Air Program:

The Air District started accepting project applications for the FYE 2018 TFCA funding cycle on July 1, 2017. As of May 4, 2018, the Air District had received 81 FYE 2018 project applications. Of the applications that were evaluated between April 5, 2018, and May 4, 2018, six eligible projects proposed an individual grant award over \$100,000. These projects will install 72 dual-port Level 2 charging stations with solar and 4.17 miles of bikeways, and will reduce over 0.76 tons of NO_x, ROG, and PM per year. Staff recommends the allocation of \$1,196,371 in TFCA funds to these projects. Attachment 1, Table 2, provides additional information on these projects.

Attachment 4 lists the 68 eligible TFCA projects that were evaluated between July 1, 2017, and May 4, 2018, including FYE 2017 projects that were received before July 1, 2017. In total, these projects represent approximately \$12.15 million in funds awarded, and will annually reduce approximately 36.22 tons of NO_x, ROG, and PM and 24,759 tons of tailpipe greenhouse gas emissions. Approximately 28% of the TFCA funds have been awarded to projects in highly impacted Bay Area communities. Attachment 5 summarizes the allocation of TFCA funding for all eligible projects that have been evaluated since July 1, 2017, by project category (Figure 1), and county (Figure 2).

BUDGET CONSIDERATION / FINANCIAL IMPACT

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

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Anthony Fournier and Michael Neward
Reviewed by: Anthony Fournier and Chengfeng Wang

- Attachment 1: Projects with Grant Awards Greater than \$100,000
- Attachment 2: Year 19 CMP/MSIF and Community Health Protection Grant Program Approved Projects
- Attachment 3: Summary of Program Distribution by County and Equipment Category for CMP and MSIF Funding Since 2009
- Attachment 4: Summary of all TFCA Approved and Eligible Projects (evaluated 7/1/17-5/4/18)
- Attachment 5: Summary of Distribution of TFCA Funds by County and Project Category (evaluated 7/1/17-5/4/18)

AGENDA 3 - ATTACHMENT 1

Table 1 - Carl Moyer Program/ Mobile Source Incentive Fund, and Community Health Protection Grant Program projects with grant awards greater than \$100k (Evaluated between 4/5/18 and 5/4/18)

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
19MOY136	Oak Knoll Farming Corp.	Ag/ off-road	Replacement of 3 diesel-powered tractors	\$ 124,700.00	\$ 200,865.98	0.236	0.032	0.024	Napa
19MOY145	Robert J Camozzi II	Ag/ off-road	Replacement of 1 diesel-powered tractor and 1 diesel-powered loader	\$ 155,700.00	\$ 194,761.87	0.719	0.103	0.047	Sonoma
19MOY120	Regusci Vineyard Management, Inc.	Ag/ off-road	Replacement of 2 diesel-powered tractors	\$ 102,000.00	\$ 135,082.00	0.182	0.008	0.010	Napa
19SBP64	San Mateo Foster City School District	School bus	Replacement of 3 diesel-powered school buses	\$ 461,416.00	\$ 494,574.00	0.325	0.007	0.000	San Mateo
19MOY101	SSA Terminals	Off-road	Replacement of 13 diesel-powered rubber-tired gantry cranes with diesel-electric hybrid technologies	\$ 5,011,500.00	\$ 5,896,683.00	43.377	2.435	0.174	Alameda
19MOY152	Sims Group USA dba Sims Metal Management	Off-road	Replacement of 6 diesel-powered off-road equipment	\$ 705,211.00	\$ 3,930,153.00	2.516	0.272	0.129	Contra Costa
19MOY160	United Airlines, Inc.	Off-road	Replacement of 40 pieces of diesel powered ground support equipment with electric technology	\$ 2,080,900.00	\$ 6,169,946.00	3.177	0.410	0.260	San Mateo

7 Projects \$ 8,641,427.00 \$ 17,022,065.85 50.532 3.268 0.643

AGENDA 3 - ATTACHMENT 1

**Table 2 - Summary of Transportation Fund for Clean Air projects
with grant awards greater than \$100k (Evaluated between 4/5/18 and 5/4/18)**

Project #	Project Sponsor	Project Category	Project Description	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
						NO _x	ROG	PM	
18EV009	City and County of San Francisco	Electric Vehicle (EV) Charging Stations	Install and operate 72 dual-port Level 2 (low) charging stations with solar in San Francisco	\$340,138	\$267,000	0.097	0.127	0.002	San Francisco
18R13	City of Alameda	Bicycle Facilities	Install 0.8 miles of Class I and 0.1 miles of Class IV bikeways in Alameda	\$273,905	\$138,560	0.017	0.022	0.033	Alameda
18R15	City of San Rafael	Bicycle Facilities	Install 0.87 miles of Class I bikeway in San Rafael	\$273,536	\$248,400	0.030	0.039	0.060	Marin
18R16	City of South San Francisco	Bicycle Facilities	Install 0.78 of Class II and 0.72 of Class III bikeways in South San Francisco	\$147,198	\$120,106	0.027	0.036	0.053	San Mateo
18R17	East Bay Regional Park District	Bicycle Facilities	Install 0.45 miles of Class I bikeway in Rodeo	\$273,905	\$138,669	0.017	0.022	0.033	Contra Costa
18R19	Transportation Authority of Marin	Bicycle Facilities	Install 0.45 miles of Class I bikeway in Larkspur	\$273,536	\$283,637	0.035	0.045	0.069	Marin

6 Projects

\$1,196,371

0.224

0.291

0.251

AGENDA 3 - ATTACHMENT 2

*Yr 19 CMP/MSIF and Community Health Protection Grant Program approved projects
(between 10/12/17 and 5/4/18)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY13	Ag/ off-road	Equipment replacement	1	\$ 51,224.00	Michael Viratos (Viratos Vineyards)	0.102	0.016	0.011	APCO	Solano
19MOY21	On-road	Equipment replacement	1	\$ 40,000.00	Allied Materials, Inc	0.751	0.109	0.008	APCO	Solano
19MOY16	Ag/ off-road	Equipment replacement	1	\$ 144,055.00	Achadinha Cheese, Inc.	1.189	0.114	0.062	12/20/2017	Sonoma
19MOY38	Locomotive	Equipment replacement	1	\$ 1,080,500.00	Oakland Global Rail Enterprise	1.801	0.108	0.042	12/20/2017	Alameda
19MOY20	Ag/ off-road	Equipment replacement	1	\$ 43,800.00	Bains Farms LLC	0.353	0.054	0.031	APCO	Solano
19MOY25	Ag/ off-road	Equipment replacement	1	\$ 45,200.00	Donald Buhman (Farmer)	0.091	0.015	0.010	APCO	Napa
19MOY24	Off-road	Equipment replacement	1	\$ 66,775.00	Dolan's Lumber of Concord	0.403	0.058	0.033	APCO	Contra Costa
19MOY14	On-road	Equipment replacement	1	\$ 60,000.00	Simon Chuong dba Simon Trucking	1.126	0.170	0.008	APCO	Santa Clara
19MOY2	Marine	Engine replacement	1	\$ 94,000.00	Lovely Martha Sportfishing	0.291	-0.009	0.018	APCO	San Francisco
19MOY10	Marine	Engine replacement	2	\$ 134,800.00	El Dorado Deep Sea Adventure	1.513	-0.022	0.060	12/20/2017	Contra Costa
19MOY15	Marine	Engine replacement	1	\$ 114,000.00	F/V Rose Marie Inc. (Commercial fishing)	0.254	-0.003	0.014	12/20/2017	San Francisco
19MOY1	Marine	Engine replacement	2	\$ 735,000.00	Amnav Maritime Corporation (Vessel: Sandra Hugh)	14.327	0.095	0.591	12/20/2017	Alameda
19SBP49	School bus	School bus replacement	4	\$ 496,459.22	San Jose Unified School District	0.480	0.047	0.000	12/20/2017	Santa Clara
19MOY4	Marine	Engine replacement	2	\$ 735,000.00	Amnav Maritime Corporation (Vessel: Revolution)	14.327	0.095	0.591	12/20/2017	Alameda
19MOY11	Ag/ off-road	Equipment replacement	1	\$ 41,110.00	Bob Balestra (Vineyard)	0.138	0.021	0.012	APCO	Solano
19MOY6	On-road	Equipment replacement	1	\$ 50,000.00	J&G Transportaion	1.058	0.159	0.055	APCO	Alameda
19MOY35	On-road	Equipment replacement	1	\$ 40,000.00	Manuel Portela Trucking	0.635	0.073	0.028	APCO	Santa Clara

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY28	Ag/ off-road	Equipment replacement	1	\$ 27,885.00	Scott T Murphy (Ranch/ farmer)	0.037	0.034	0.009	APCO	Sonoma
19MOY44	Ag/ off-road	Equipment replacement	2	\$ 62,800.00	Willowbrook Stables LLC	0.039	0.034	0.011	APCO	Sonoma
19MOY43	On-road	Equipment replacement	1	\$ 60,000.00	Khaira Trucking, LLC	1.297	0.196	0.000	APCO	Alameda
19MOY22	Marine	Engine replacement	1	\$ 59,000.00	Flash Sport Fishing, DBA, Flash Sport Fishing	0.176	0.001	0.009	APCO	San Francisco
19MOY19	On-road	Equipment replacement	1	\$ 60,000.00	G & C Trucking	1.032	0.138	0.045	APCO	Solano
19MOY39	Ag/ off-road	Equipment replacement	1	\$ 20,270.00	Cabrillo Farms Agriculture, Inc	0.096	0.015	0.008	APCO	San Mateo
19MOY67	On-road	Equipment replacement	1	\$ 60,000.00	Pawar Brothers Trucking	1.455	0.220	0.011	APCO	Santa Clara
19MOY36	On-road	Equipment replacement	1	\$ 20,000.00	Guru Nanak Trucking	1.028	0.155	0.008	APCO	Alameda
19MOY70	On-road	Equipment replacement	1	\$ 60,000.00	E.P.A Trucking LLC	0.894	0.119	0.039	APCO	San Mateo
19MOY48	Ag/ off-road	Equipment replacement	1	\$ 18,500.00	Corona Vineyard Management LLC	0.065	0.010	0.007	APCO	Napa
19MOY42	Ag/ off-road	Equipment replacement	1	\$ 51,700.00	Bains Farms LLC	0.335	0.044	0.025	APCO	Solano
19MOY47	Ag/ off-road	Equipment replacement	1	\$ 247,240.00	William Y. Gil dba Grass Farm	1.041	0.050	0.026	2/21/2018	Santa Clara
19MOY7	Marine	Engine replacement	2	\$ 140,000.00	Warrior Poet Sportfishing	0.679	0.011	0.026	2/21/2018	San Francisco
19MOY72	Off-road	Engine replacement	26	\$ 2,084,200.00	Independent Construction, Co.	9.410	0.499	0.269	2/21/2018	Contra Costa
19SBP53	School bus	School bus replacement	4	\$ 558,120.00	Fairfield-Suisun Unified School District	0.259	0.019	0.000	2/21/2018	Solano
19MOY59	Ag/ off-road	Equipment replacement	1	\$ 179,200.00	Kabeela, Inc.	0.625	0.060	0.033	2/21/2018	Santa Clara
19SBP8	School bus	School bus replacement	2	\$ 330,000.00	San Mateo Union High School District	0.195	0.017	0.000	3/7/2018	San Mateo

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19SBP86	School bus	School bus replacement	1	\$ 165,000.00	San Lorenzo Unified School District	0.082	0.007	0.000	3/7/2018	Alameda
19MOY83	On-road	Equipment replacement	1	\$ 40,000.00	Katakis Trucking	0.769	0.101	0.005	APCO	San Mateo
19SBP96	School bus	School bus replacement	2	\$ 264,500.00	San Lorenzo Unified School District	0.132	0.010	0.000	4/4/2018	Alameda
19SBP58	School bus	School bus replacement	15	\$ 2,018,169.00	Antioch Unified School District	1.302	0.105	0.000	4/4/2018	Contra Costa
19MOY84	Marine	Engine replacement	2	\$ 274,000.00	Brian Collier (Charter fishing)	1.898	0.022	0.068	5/2/2018	San Francisco
19MOY68	Ag/ off-road	Equipment replacement	1	\$ 321,300.00	Morrison Chopping	2.844	0.259	0.162	5/2/2018	Sonoma
19MOY90	Ag/ off-road	Equipment replacement	2	\$ 77,700.00	Garvey Vineyard Management LLC	0.293	0.050	0.032	APCO	Napa
19MOY81	Marine	Engine replacement	2	\$ 156,000.00	Tyler Butler (Commercial fishing)	0.768	-0.015	0.031	5/2/2018	San Mateo
19MOY92	Off-road	Equipment replacement	1	\$ 165,160.00	L.H. Voss Materials	0.638	0.058	0.036	5/2/2018	Contra Costa
19MOY95	Off-road	Equipment replacement	1	\$ 109,000.00	Bethel Island Municipal Improvement District	0.356	0.034	0.018	5/2/2018	Contra Costa
19MOY77	Ag/ off-road	Equipment replacement	1	\$ 35,725.00	KM Vineyard Services	0.103	0.018	0.010	APCO	Alameda
19MOY94	Off-road	Equipment replacement	1	\$ 175,200.00	DJNI Engineering, Inc.	0.835	0.076	0.048	5/2/2018	Santa Clara
19MOY109	Ag/ off-road	Equipment replacement	1	\$ 36,500.00	Achadinha Cheese, Inc.	0.067	0.011	0.008	APCO	Sonoma
19MOY111	Ag/ off-road	Equipment replacement	1	\$ 40,000.00	Michael Wolf Vineyard Services Inc.	0.053	0.004	0.005	APCO	Napa
19MOY112	Off-road	Equipment replacement	1	\$ 297,425.00	Miller Milling Company	0.378	0.047	0.025	5/2/2018	Alameda
19MOY113	Ag/ off-road	Equipment replacement	1	\$ 34,100.00	Schweiger Vineyards, Inc	0.067	0.012	0.008	APCO	Napa
19SBP79	School bus	School bus replacement	1	\$ 137,845.00	San Carlos School Elementary School District	0.098	0.008	0.000	4/4/2018	San Mateo

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY46	On-road	Equipment replacement	1	\$ 40,000.00	Likers Logistic Inc.	0.534	0.040	0.003	APCO	Alameda
19MOY103	Marine	Engine replacement	2	\$ 164,000.00	William Alexander (Commercial fishing)	1.063	0.019	0.040	5/2/2018	Sonoma
19MOY89	Ag/ off-road	Equipment replacement	1	\$ 36,600.00	Winegrowers Farming Company	0.163	0.030	0.022	APCO	Napa
19MOY144	Off-road	Equipment replacement	1	\$ 200,700.00	West Marin Compost	1.226	0.111	0.070	5/2/2018	Marin
19MOY108	Off-road	Equipment replacement	1	\$ 170,000.00	JPW Development Co., LLC	0.243	0.032	0.018	5/2/2018	Solano
19MOY65	On-road	Equipment replacement	2	\$ 78,000.00	Herrera & Sons Two, Inc. dba family towing	0.767	0.068	0.019	APCO	Santa Clara
19MOY146	Ag/ off-road	Equipment replacement	1	\$ 37,300.00	Volker Eisele Family Estate LLC	0.052	0.013	0.008	APCO	Napa
19MOY17	On-road	Equipment replacement	1	\$ 15,000.00	Shah Trucking	0.831	0.123	0.042	APCO	Alameda
19MOY116	Off-road	Equipment replacement	1	\$ 148,100.00	Noah Concrete Corporation	0.463	0.061	0.042	5/2/2018	Santa Clara
19MOY117	Ag/ off-road	Equipment replacement	2	\$ 113,200.00	KKG Equipment Company, LLC	0.229	0.024	0.019	5/2/2018	Napa
19MOY87	Off-road	Equipment replacement	7	\$ 2,464,000.00	Hanson Aggregates Mid Pacific	11.142	0.637	0.375	5/2/2018	Contra Costa
19MOY136	Ag/ off-road	Equipment replacement	3	\$ 124,700.00	Oak Knoll Farming Corp.	0.236	0.032	0.024	TBD	Napa
19MOY145	Ag/ off-road	Equipment replacement	2	\$ 155,700.00	Robert J Camozzi II	0.719	0.103	0.047	TBD	Sonoma
19MOY120	Ag/ off-road	Equipment replacement	2	\$ 102,000.00	Regusci Vineyard Management, Inc.	0.182	0.008	0.010	TBD	Napa
19MOY121	Ag/ off-road	Equipment replacement	1	\$ 44,000.00	Walter Hansel Winery & Vineyards LLC	0.045	0.004	0.006	APCO	Sonoma
19MOY122	Ag/ off-road	Equipment replacement	1	\$ 36,600.00	Groth Vineyards and Winery LLC	0.072	0.013	0.009	APCO	Napa

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY127	Ag/ off-road	Equipment replacement	1	\$ 39,900.00	Kenefick Ranches LLC	0.125	0.022	0.016	APCO	Napa
19MOY131	Ag/ off-road	Equipment replacement	2	\$ 28,600.00	Andrea Bartolucci dba Madonna Vineyard	0.074	0.013	0.009	APCO	Napa
19MOY132	Ag/ off-road	Equipment replacement	1	\$ 44,000.00	Bisordi Ranch and Vineyard LLC	0.027	0.017	0.001	APCO	Sonoma
19SBP64	School bus	Equipment replacement	3	\$ 461,416.00	San Mateo Foster City School District	0.325	0.007	0.000	TBD	San Mateo
19MOY151	Ag/ off-road	Equipment replacement	1	\$ 25,575.00	Rare Breed Farm	0.015	0.011	0.004	APCO	Sonoma
19MOY135	Ag/ off-road	Equipment replacement	1	\$ 39,955.00	Kenzo Estate, Inc.	0.053	0.006	0.007	APCO	Napa
19MOY141	Ag/ off-road	Equipment replacement	1	\$ 60,935.00	White Rock Vineyards, Inc.	0.129	0.016	0.011	APCO	Napa
19MOY149	Off-road	Equipment replacement	2	\$ 57,800.00	ACE Hauling Inc.	0.126	0.032	0.026	APCO	San Francisco
19MOY101	Off-road	Equipment replacement	13	\$ 5,011,500.00	SSA Terminals	43.377	2.435	0.174	TBD	Alameda
19MOY138	Ag/ off-road	Equipment replacement	1	\$ 21,790.00	Solano Foothill Vineyard, LLC	0.032	0.030	0.008	APCO	Solano
19MOY152	Off-road	Equipment replacement	6	\$ 705,211.00	Sims Group USA dba Sims Metal Management	2.516	0.272	0.129	TBD	Contra Costa
19MOY118	Marine	Engine replacement	1	\$ 75,000.00	Mendler Brothers Fish LLC	0.150	0.002	0.006	APCO	Contra Costa
19MOY150	Ag/ off-road	Equipment replacement	1	\$ 58,000.00	St. Supery Inc.	0.151	0.023	0.017	APCO	Napa
19MOY160	Off-road	Equipment replacement	40	\$ 2,080,900.00	United Airlines, Inc.	3.177	0.410	0.260	TBD	San Mateo
81 Projects			209	\$ 24,998,944.22		136.428	8.143	3.976		

AGENDA 3 - ATTACHMENT 2

Figure 1: CMP and MSIF Funding Distribution by Equipment Category as of 5/4/18

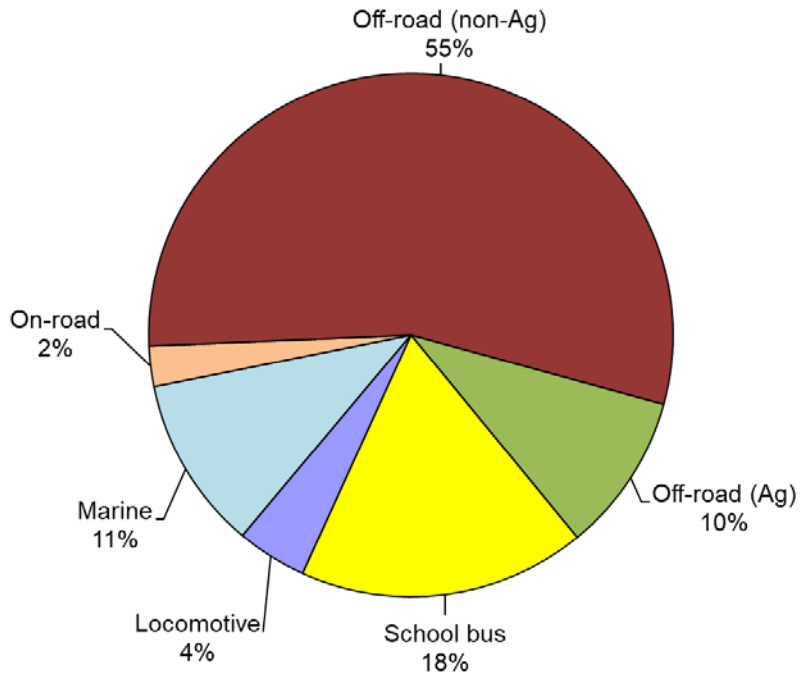
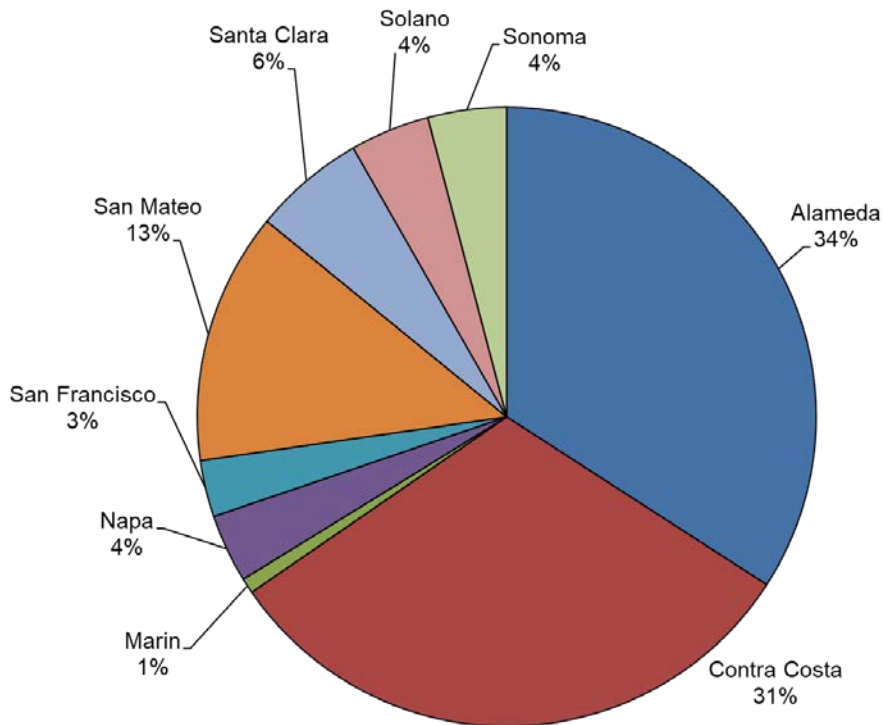


Figure 2: CMP and MSIF Funding Distribution by County as of 5/4/18



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

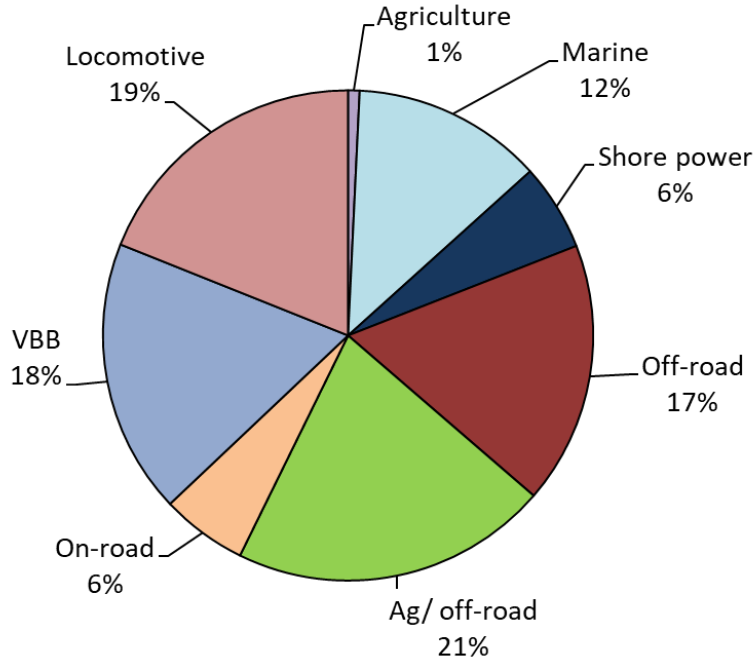
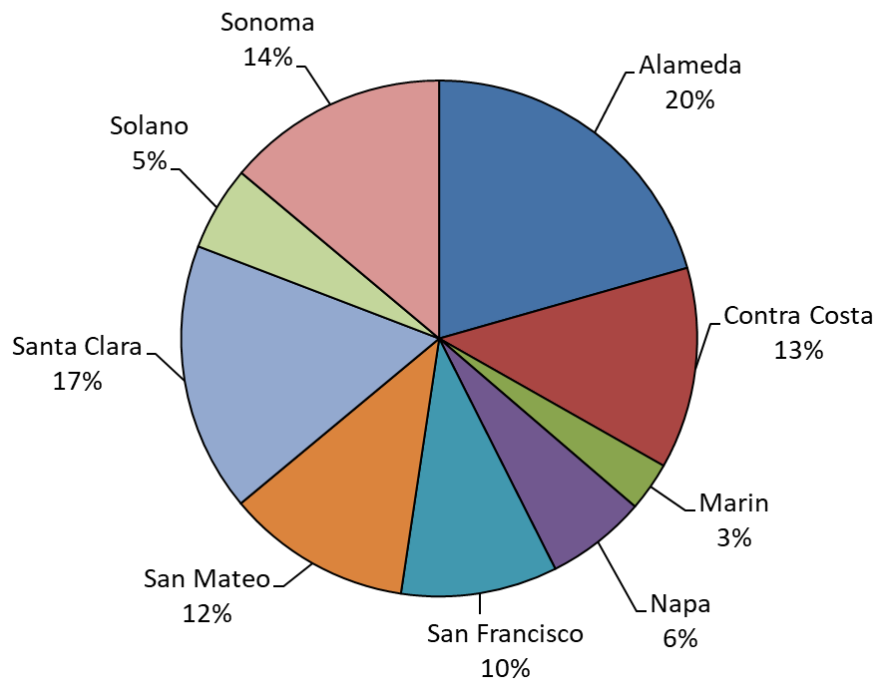


Figure 4: CMP and MSIF funding since 2009 by county



AGENDA 3 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/17 and 5/4/18)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
Projects Pending Board Approval										
18EV009	Electric Vehicle (EV) Charging Stations	Install and operate 72 dual-port Level 2 (low) charging stations with solar in San Francisco	\$267,000	City and County of San Francisco	0.097	0.127	0.002	Pending	No	San Francisco
18R13	Bicycle Facilities	Install 0.8 miles of Class I and 0.1 miles of Class IV bikeways in Alameda	\$138,560	City of Alameda	0.017	0.022	0.033	Pending	Yes	Alameda
18R15	Bicycle Facilities	Install 0.87 miles of Class I bikeway in San Rafael	\$248,400	City of San Rafael	0.030	0.039	0.060	Pending	Yes	Marin
18R16	Bicycle Facilities	Install 0.78 of Class II and 0.72 of Class III bikeways in South San Francisco	\$120,106	City of South San Francisco	0.027	0.036	0.053	Pending	No	San Mateo
18R17	Bicycle Facilities	Install 0.45 miles of Class I bikeway in Rodeo	\$138,669	East Bay Regional Park District	0.017	0.022	0.033	Pending	No	Contra Costa
18R19	Bicycle Facilities	Install 0.45 miles of Class I bikeway in Larkspur	\$283,637	Transportation Authority of Marin	0.035	0.045	0.069	Pending	No	Marin
Projects Approved										
17EV005	EV Charging Stations	Install and operate 5 single-port Level 2 (high) charging stations in Daly City, San Carlos, Menlo Park and Mountain View	\$15,000	Concept Hotels	0.008	0.011	0.000	7/11/17	No	San Mateo / Santa Clara
17EV009	EV Charging Stations	Install and operate 4 dual-port Level 2 (low) charging stations in Menlo Park and Cupertino	\$10,000	J Cyril Johnson Investment Corp	0.005	0.007	0.000	7/27/17	No	San Mateo / Santa Clara
17EV011	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in San Francisco	\$10,936	San Francisco Zoological Society	0.006	0.008	0.000	8/3/17	No	San Francisco
17EV013	EV Charging Stations	Install and operate 4 dual-port Level 2 (high) charging stations in San Jose	\$16,000	San Jose Healthcare System, LP	0.009	0.011	0.000	7/20/17	Yes	Santa Clara
17EV015	EV Charging Stations	Install and operate 14 dual-port Level 2 (high) charging stations in Santa Rosa and Petaluma	\$56,000	Sonoma County Junior College District	0.030	0.040	0.001	7/6/17	No	Sonoma
17EV016	EV Charging Stations	Install and operate 6 dual-port Level 2 (low) charging stations in Hayward	\$15,000	California State University, East Bay Foundation Inc.	0.008	0.011	0.000	7/18/17	No	Alameda
17EV018*	EV Charging Stations	Install and operate 182 single-port Level 2 (high) and 8 DC Fast charging stations with solar in Los Altos, Mountain View, and Los Altos Hills	\$1,400,763	Los Altos School District	0.390	0.508	0.008	10/4/17	No	Santa Clara
17EV019	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) chargers in San Jose	\$12,000	Asian Americans for Community Involvement of Santa Clara County, Inc.	0.007	0.009	0.000	8/28/17	Yes	Santa Clara
17EV020	EV Charging Stations	Install and operate 6 single-port Level 2 (high) charging stations in Los Altos Hills	\$29,078	Fremont Hills Country Club	0.018	0.024	0.000	7/20/17	No	Santa Clara
17EV021	EV Charging Stations	Install and operate 52 single-port Level 2 (high) charging stations in San Jose	\$156,000	North First SJ, LP	0.084	0.110	0.002	10/4/17	No	Santa Clara
17EV022	EV Charging Stations	Install and operate 26 single-port Level 2 (high) and 1 DC Fast charging stations in Los Altos	\$96,000	Mountain View Los Altos High School District	0.056	0.073	0.001	10/4/17	No	Santa Clara
17EV023	EV Charging Stations	Install and operate 3 single-port Level 2 (high) charging stations with solar in Richmond	\$18,000	San Francisco Estuary Institute	0.005	0.006	0.000	8/15/17	Yes	Contra Costa
17EV024	EV Charging Stations	Install and operate 20 single-port Level 2 (high) charging stations with solar in Cotati	\$120,000	Old Redwood Commons Association	0.033	0.042	0.001	10/4/17	No	Sonoma
17EV025	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in San Mateo	\$12,000	BCSP Crossroads Property LLC	0.007	0.009	0.000	8/17/17	No	San Mateo
17EV026	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in Half Moon Bay	\$12,000	City of Half Moon Bay	0.007	0.009	0.000	3/7/18	No	San Mateo
17EV027	EV Charging Stations	Install and operate 8 dual-port Level 2 (high) charging station in San Jose	\$32,000	Santa Clara Valley Transportation Authority	0.017	0.023	0.000	10/11/17	Yes	Santa Clara
17EV029	EV Charging Stations	Install and operate 4 single-port Level 2 (high) charging stations in Albany	\$12,000	City of Albany	0.007	0.009	0.000	11/13/17	Yes	Alameda
17EV031	EV Charging Stations	Install and operate 32 Level 2 (high) single port charging stations in Sunnyvale and Cupertino	\$96,000	Fremont Union High School District	0.052	0.068	0.001	11/14/17	No	Santa Clara
17R18	Bicycle Facilities	Install 0.31 miles of Class II and 10.48 miles Class III bikeways in Daly City	\$133,117	City of Daly City	0.071	0.093	0.138	10/4/17	No	San Mateo
17R19	Bicycle Facilities	Install 0.36 miles of Class IV bikeways in Half Moon Bay	\$25,099	City of Half Moon Bay	0.003	0.004	0.006	9/13/17	No	San Mateo
17R20	Bicycle Facilities	Install 1.87 miles of Class II bikeways in Santa Rosa	\$201,907	City of Santa Rosa	0.027	0.039	0.050	10/4/17	No	Sonoma
17R21	Bicycle Facilities	Install 1.7 miles of Class II and 7.8 miles of Class III bikeways in San Leandro	\$139,128	City of San Leandro	0.030	0.040	0.059	10/4/17	Yes	Alameda
17R22	Bicycle Facilities	Install 3.05 miles of Class III bikeways in Redwood City	\$29,206	City of Redwood City	0.004	0.005	0.007	9/13/17	No	San Mateo
17R23	Bicycle Facilities	Install 0.8 miles of Class I bikeway in Albany	\$246,552	East Bay Regional Park District	0.030	0.040	0.059	10/4/17	Yes	Alameda

AGENDA 3 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/17 and 5/4/18)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
17R24	Bicycle Facilities	Install 7.76 miles of Class III and 0.7 miles of Class IV bikeways in Cupertino	\$138,359	City of Cupertino	0.017	0.024	0.031	10/4/17	No	Santa Clara
17R26	Bicycle Facilities	Install 0.28 miles of Class I bikeway in San Carlos	\$120,721	City of San Carlos	0.015	0.024	0.023	10/4/17	No	San Mateo
17R27	Bicycle Facilities	Install 20 electronic bicycle lockers in Richmond	\$40,000	City of Richmond	0.005	0.007	0.009	9/13/17	Yes	Contra Costa
17R28	Bicycle Facilities	Install 104 electronic bicycle lockers in San Jose	\$208,000	City of San Jose	0.026	0.037	0.048	10/4/17	Yes	Santa Clara
17R29	Bicycle Facilities	Install 40 electronic bicycle lockers in San Francisco	\$100,000	San Francisco Municipal Transportation Agency	0.014	0.019	0.028	9/13/17	Yes	San Francisco
17R30	Bicycle Facilities	Install 16 electronic bicycle lockers in Oakland	\$36,000	City of Oakland	0.005	0.007	0.009	9/13/17	Yes	Alameda
17R31	Bicycle Facilities	Install 74 bicycle racks and 8 electronic bicycle lockers in Fremont	\$21,550	City of Fremont	0.006	0.008	0.011	9/13/17	No	Alameda
17R32	Bicycle Facilities	Install 171 bicycle racks in Palo Alto	\$12,825	Palo Alto Unified School District	0.012	0.016	0.016	9/13/17	No	Santa Clara
18EV001	EV Charging Stations	Install and operate 244 Level 2 (high) single-port charging stations in San Jose, Campbell, and Saratoga	\$732,000	Campbell Union High School District	0.396	0.516	0.008	12/20/17	No	Santa Clara
18EV002	EV Charging Stations	Install and operate 5 dual-port Level 2 (high) charging stations in Mountain View and South San Francisco	\$15,000	HCP, Inc.	0.008	0.011	0.000	3/14/18	No	San Mateo / Santa Clara
18EV005	EV Charging Stations	Install and operate 2 dual-port Level 2 (high) and 1 single-port Level 2 (high) charging stations in Napa	\$11,000	Napa County Superintendent of Schools	0.006	0.008	0.000	1/3/18	No	Napa
18EV006	EV Charging Stations	Install and operate 1 dual-port level 2 (high) and 1 DC Fast charging stations in Emeryville	\$29,000	City of Emeryville	0.016	0.020	0.000	1/10/18	Yes	Alameda
18EV008	EV Charging Stations	Install and operate 20 dual-port Level 2 (high) charging stations in Pleasant Hill, San Pablo, San Ramon, and Pittsburg	\$80,000	Contra Costa Community College District	0.043	0.056	0.001	2/28/18	Yes	Contra Costa
18EV010	EV Charging Stations	Install and operate 5 dual-port level 2 (high) charging stations in Milpitas	\$20,000	Sonicwall Inc	0.011	0.014	0.000	1/17/18	No	Santa Clara
18EV011	EV Charging Stations	Install and operate 24 single-port level 2 (high) charging stations in San Jose	\$72,000	Vocera Communications, Inc.	0.039	0.051	0.001	11/22/17	Yes	Santa Clara
18EV013	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations at 1 workplace facility in Fairfield	\$12,000	Solano Community College District	0.007	0.009	0.000	4/4/18	No	Solano
18EV014	EV Charging Stations	Install and operate 32 single-port level 2 (high) charging stations in San Jose	\$96,000	The Harker School	0.052	0.068	0.001	1/17/18	No	Santa Clara
18EV016	EV Charging Stations	Install and operate 8 single-port Level 2 (high) and 2 dual-port Level 2 (low) with solar at 3 multi-dwelling unit facilities in East Palo Alto, Danville, and Vallejo.	\$56,000	GRID Alternatives	0.016	0.020	0.000	4/11/18	Yes	San Mateo / Contra Costa / Solano
18EV017	EV Charging Stations	Install and operate 74 single-port Level 2 (high) and 5 DC Fast charging stations with solar in Palo Alto	\$500,000	Palo Alto Unified School District	0.161	0.210	0.003	5/2/18	No	Santa Clara
18EV018	EV Charging Stations	Install and operate 10 single-port Level 2 (high) charging stations at 1 workplace facility in Los Altos	\$30,000	Los Altos Fields, LLC	0.016	0.021	0.000	4/4/18	No	Santa Clara
18EV021	EV Charging Stations	Install and operate 14 dual-port and 3 single-port Level 2 (high) charging stations in San Rafael	\$65,000	County of Marin	0.035	0.046	0.001	3/14/18	No	Marin
18EV022	EV Charging Stations	Install and operate 1 dual-port Level 2 (high) and 1 DC Fast charging stations at 1 transportation corridor facility in Colma	\$29,000	Town of Colma	0.016	0.020	0.000	4/12/18	No	San Mateo
18EV023	EV Charging Stations	Install and operate 24 single-port Level 2 (high) charging stations at 1 workplace facility in Burlingame.	\$72,000	NABI LLC	0.039	0.051	0.001	4/12/18	No	San Mateo
18EV025	EV Charging Stations	Install and operate 2 dual-port Level 2 (high) and 1 DC Fast at 1 transportation corridor facility in Newark	\$33,000	DTP-LV Associates, LLC	0.018	0.023	0.000	4/12/18	No	Alameda
18EV028	EV Charging Stations	Install and operate 25 dual-port Level 2 (high) charging stations with solar in Alameda and Oakland	\$130,000	Peralta Community College District	0.054	0.071	0.001	5/2/18	Yes	Alameda
18EV030	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$500,000	East Side Union High School District	0.282	0.368	0.005	5/2/18	Yes	Santa Clara
18EV034	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$500,000	San Jose Unified School District	0.282	0.368	0.005	5/2/18	Yes	Santa Clara
18EV037	EV Charging Stations	Install and operate 44 single port level 2 (high) and 6 DC Fast charging stations in Cupertino and San Jose	\$199,500	Fremont Union High School District	0.122	0.159	0.002	5/2/18	No	Santa Clara
18EV039	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Saratoga and Santa Clara	\$500,000	West Valley-Mission Community College District	0.286	0.372	0.005	5/2/18	No	Santa Clara
18EV040	EV Charging Stations	Install and operate 26 single-port level 2 (high) charging stations at 2 workplace facilities in Milpitas and Redwood City	\$78,000	Clean Fuel Connection, Inc.	0.042	0.055	0.001	5/2/18	No	San Mateo / Santa Clara

AGENDA 3 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/17 and 5/4/18)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
18EV041	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Cupertino and Los Altos Hills	\$500,000	Foothill De-Anza Community College District	0.286	0.372	0.005	5/2/18	No	Santa Clara
18R05	Rideshare Services	SJSU Ridesharing & Trip Reduction	\$140,000	Associated Students, San Jose State University	0.808	0.920	1.282	11/1/17	Yes	Regional
18R06	Shuttle Services	ACE Shuttle 53 and 54	\$80,000	San Joaquin Regional Rail Commission	0.331	0.390	0.629	10/3/17	Yes	Alameda
18R07	Shuttle Services	ACE Shuttle Bus Program	\$960,000	Santa Clara Valley Transportation Authority	2.455	2.508	4.222	11/1/17	Yes	Santa Clara
18R09	Shuttle Services	PresidiGo Downtown Shuttle	\$100,000	Presidio Trust	0.213	0.267	0.364	10/3/17	Yes	San Francisco
18R10	Shuttle Services	Caltrain Shuttle Program	\$612,100	Peninsula Corridor Joint Powers Board	1.539	1.832	2.641	11/1/17	No	San Mateo / Santa Clara
18R11	Rideshare Services	511 Regional Vanpool & Carpool Program	\$991,000	Metropolitan Transportation Commission	0.802	1.783	3.507	11/1/17	Yes	Regional
18R12	Shuttle Services	Emery Go-Round Shuttle	\$238,819	City of Emeryville	0.233	0.270	0.415	11/1/17	Yes	Alameda
68 Projects			\$12,149,031		9.849	12.506	13.863			

*The award for Project #17EV018 includes \$99,900 of funds from the California Energy Commission (CEC). The TFCA award for this project is \$1,300,863.

AGENDA 3 - ATTACHMENT 5

Summary of TFCA funds distributed by county and project category
(between 7/1/17 and 5/4/18)

Figure 1: TFCA Projects Awarded
Distributed by Project Category

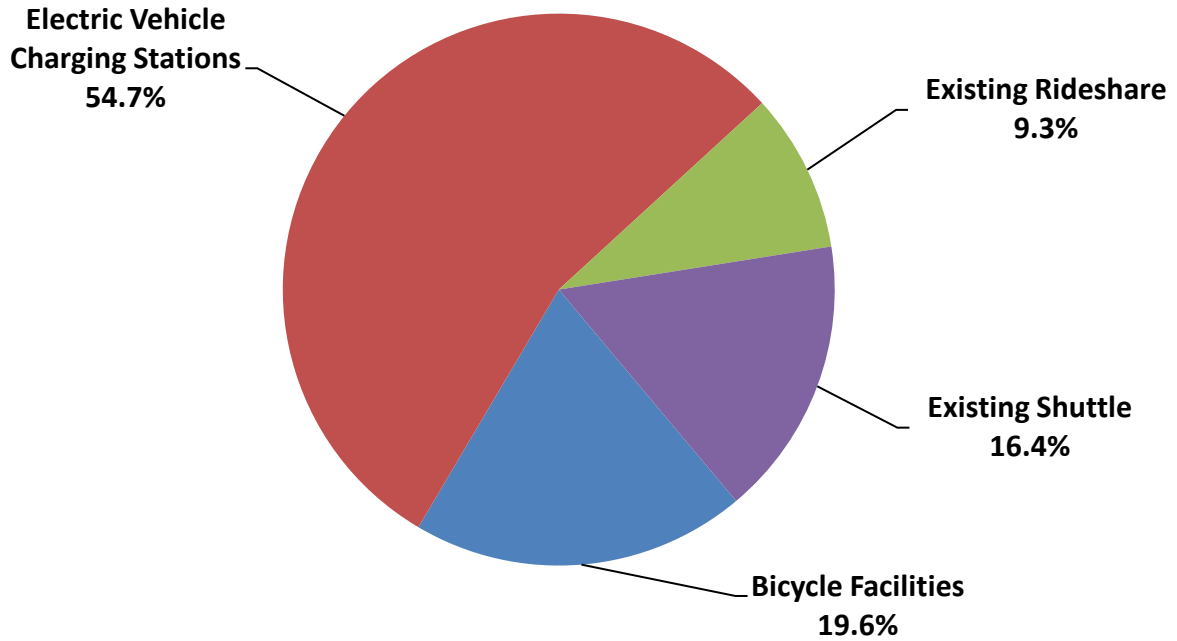
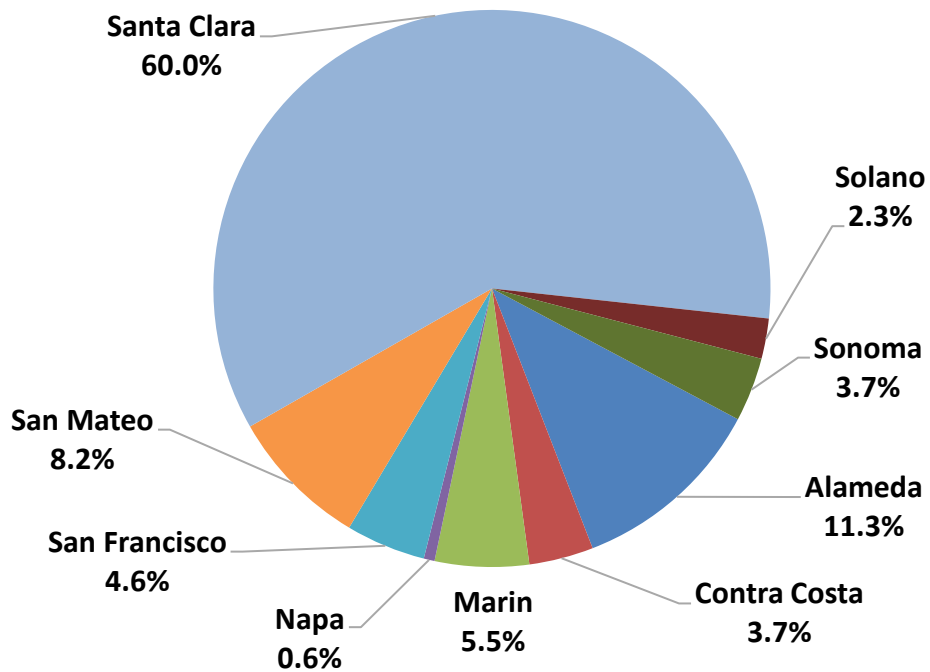


Figure 2: TFCA Projects Awarded
Distributed by County



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: May 14, 2018

Re: Fiscal Year Ending (FYE) 2019 Transportation Fund for Clean Air (TFCA) Regional
Fund Policies and Evaluation Criteria

RECOMMENDED ACTION

Recommend Board of Directors:

1. Approve the proposed FYE 2019 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on each motor vehicle registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority for the Transportation Fund For Clean Air (TFCA) and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. The authorizing legislation requires that the Air District's Board of Directors (Board) adopt cost-effectiveness criteria that govern the use of the TFCA funds.

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

On May 2, 2018, the Board approved an allocation of \$15.03 million in new TFCA monies to three program categories, including trip reduction, clean air vehicles, and other Air District sponsored programs for FYE 2019. An estimated \$22.11 million in TFCA funds, including both the new funds and carryover from projects that have been cancelled or completed under budget, will be available in FYE 2019. At the same meeting, the Board also authorized the Executive Officer/APCO to execute grant agreements with project sponsors who propose projects with individual grant award amounts of up to \$100,000 for projects that meet the respective governing policies and guidelines. TFCA Regional Fund projects with grant award amounts over \$100,000 are brought to the Air District's Mobile Source Committee for consideration at least on a quarterly basis.

Every year, the Board adopts the updated TFCA Regional Fund Policies and Evaluation Criteria (Policies), which guide the evaluation and award of the TFCA Regional Fund projects. The Policies include both general requirements that are applicable to all TFCA Regional Fund project types, as well as specific requirements for each eligible project categories.

DISCUSSION

Public Outreach Process

For FYE 2019, the proposed updates to the prior year Policies reflect feedback received from stakeholders over the past year through emails, conference calls, and meetings. On February 14, 2018, the Air District posted the updated Policies on the Air District's website and opened the public comment period. The public comment process was advertised via the Air District's TFCA grants email notification system, which was sent to more than 2,000 stakeholders and to representatives from each of the nine Bay Area Congestion Management Agencies (CMA). Three webinar workshops were held to discuss the proposed changes for FYE 2019 (on February 28, March 8, and March 28, 2018); in total, these webinars were attended by 18 stakeholders. Additional meetings were held with the CMAs, and current project sponsors of the Existing Shuttle and Ridesharing Program. The Air District received six sets of comments by the close of the comment period on April 9, 2018. Attachment C provides a summary of the six public comments received along with staff's responses.

Proposed Updated Policies for FYE 2019

For FYE 2019, proposed updates were made to the prior year Policies to address the comments and suggestions received during the public outreach process. Language and grammatical revisions were also made for clarification purposes.

A redline copy of the Policies for FYE 2019 that shows the proposed updates to the prior year Policies is included as Attachment B. Below is a summary of the additional proposed updates:

- **Policy #11. In Compliance with Air Quality Regulations:** Clarify that applicants who are in compliance with all local, State, and federal air quality regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District.
- **Policy #22. On-Road Truck and Bus Replacements:** Clarify that bus replacement projects are also eligible.
- **Policy #23. Light- and Medium-Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** Clarify that motorcycles and medium-duty vehicle (gross vehicle weight rating up to 14,000 lbs) projects are eligible. Applicants that propose to replace and scrap existing vehicles are eligible for additional TFCA funding and up to 100% of the funds awarded can be used for costs related to infrastructure.

- **Policy #24. Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:** Provide flexibility of replacing vehicles of different weight classes and allow up to 100% of funds awarded to be used for costs related to infrastructure.
- **Policy #28. Existing Shuttle/Feeder Bus Services:** Exclude administrative costs paid for with TFCA Regional Funds from total project cost.
- **Policy #29. Pilot Trip Reduction:** Remove the mandatory pre-application workshop requirement.
- **Policy #31. Electronic Bicycle Lockers:** Remove the definition of the costs that are eligible for use as matching funds to avoid confusion.
- **Policy #32. Bikeways:** Allow for upgrade improvements from Class II or III to completely separated Class I or protected class IV bikeways.

BUDGET CONSIDERATION / FINANCIAL IMPACT

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

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

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

- Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2019 (Clean)
- Attachment B: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2019 (Redline)
- Attachment C: Comments Received and Staff Responses to Proposed FYE 2019 TFCA Regional Fund Policies

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 2019**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2019.

BASIC ELIGIBILITY

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

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

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

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

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

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

- ii. **Non-public entities** are only eligible to apply for Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).
 - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant’s representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 32, project applicants must demonstrate evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Unless otherwise specified in policies #22 through 32, the maximum grant award amounts are:
 - a. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - b. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Unless otherwise specified in policies #22 through 32, projects must commence by the end of calendar year 2019 or within 12 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 32, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from the project sponsor who was not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.

13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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

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

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

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

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

INELIGIBLE PROJECTS

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

USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 32, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited

to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.

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

ELIGIBLE PROJECT CATEGORIES

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

Clean Air Vehicle Projects

22. **On-Road Truck and Bus Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks and buses 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 and buses that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) or bus(es) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.
23. **Light-and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** The project will accelerate the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium-duty vehicles:
- a. Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner;
 - b. Each vehicle must be 2018 model year or newer, and have a GVWR of 14,000 lbs. or lighter;
 - c. Each car and truck must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles. All other vehicle types must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 9,000 miles;
 - d. Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles approved for on-road use by the CARB;
 - e. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
 - f. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
 - g. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
 - h. The amount of TFCA funds awarded may not exceed 90% of the project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
24. **Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant vehicles with

the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:

- a. Vehicles must be new, 2018 model year or newer, and have a GVWR of greater than 14,000 lbs.;
- b. Vehicles may be purchased or leased;
- c. Each vehicle must be maintained and operated within the Air District’s jurisdiction for a minimum of three years and 15,000 miles;
- d. Eligible vehicles must be approved by the CARB;
- e. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- f. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- g. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- h. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

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

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

26. **Reserved.**

27. **Reserved.**

Trip Reduction Projects

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

- a. The service must provide direct service connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location;
- b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;
- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible

service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;

e. **Reserved.**

f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;

g. Matching funds must be provided to cover at least 10% of the total project cost and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) of the project;

h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency;

i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provides service in the area of the proposed route, certifying that the service does not conflict with existing service; and

j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project’s operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:

a. The proposed project must be located in a Highly Impacted Community or Episodic Area as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in a Priority Development Area (PDA);

b. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;

c. The proposed service must be available for use by all members of the public;

d. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;

e. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;

f. Applicants must provide data and/or other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users; and

g. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

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

If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission’s (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also

eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

Bicycle Projects

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

TFCA Regional Funds may not be used to pay for costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration.

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

Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate the electronic lockers are not eligible for use as matching funds.

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

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

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

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

Projects are limited to the following types of bikeways:

- a. Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III bikeway;
- b. New Class II Bikeway (Bike Lane);
- c. New Class III Bikeway (Bike Route); or
- d. Class IV Bikeway (Separated Bikeway). New or upgrade improvement from Class II or Class III bikeway.

REGIONAL FUND EVALUATION CRITERIA:

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

Table 2: Evaluation Process by Project Category

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

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

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE ~~2018~~2019**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) ~~2018~~2019.

BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria ~~for FYE 2018.~~

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

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

Table 1: Maximum Cost-Effectiveness for ~~FYE 2018~~ TFCA Regional Fund Projects

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

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

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- ii. **Non-public entities** are only eligible to apply for Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).
 - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 32, project applicants must demonstrate evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Unless otherwise specified in policies #22 through 32, the maximum grant award amounts are:
 - a. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - b. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Unless otherwise specified in policies #22 through 32, projects must commence by the end of calendar year ~~2018~~2019 or ~~a total of~~within 12 months from the date of execution of ~~the~~ funding agreement ~~by~~with the Air District, whichever is later. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the ~~projects'~~project's operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. "Commence" ~~can mean~~includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 32, ~~FYE 2018~~, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects)).
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at ~~of~~the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have an unresolved violation of pending litigation or who have unpaid civil penalties owed to the Air District, state or federal air quality rules or regulations are notmay be eligible for funding-, following a review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from ~~the project~~ ~~sponsors~~sponsor who ~~were~~was not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any

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project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.

- 13. Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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

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

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

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

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

INELIGIBLE PROJECTS

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

USE OF TFCA FUNDS

- 19. Combined Funds:** Unless otherwise specified in policies #22 through 32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.

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20. **Administrative Costs:** Unless otherwise specified in policies #22 through 32, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

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

Clean Air Vehicle Projects

22. **On-Road Truck and Bus Replacements:** The project will replace Class 6, Class 7, ~~or~~and Class 8 diesel-powered trucks and buses 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 and buses that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing ~~truck(s) or bus(es) to be replaced~~ must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.
23. **Light-and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** The project will accelerate the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium- duty vehicles:
- a. Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner;
 - b. Each vehicle must be 20172018 model year or newer, and have a GVWR of 14,000 lbs. or lighter;
 - c. Each ~~vehicle~~car and truck must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles. All other vehicle types must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 9,000 miles;
 - d. Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles approved for on-road use by the CARB; ~~and~~
 - e. Project Sponsors may request authorization of up to 50100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.;
 - f. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
 - f.g. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible.;
 - g.h. The amount of TFCA funds awarded may not exceed 90% of the ~~vehicle's~~project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

24. **Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant vehicles with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:
- a. Vehicles must be new, ~~2017~~2018 model year or newer, and have a GVWR of greater than 14,000 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Each vehicle must be maintained and operated within the Air District’s jurisdiction for a minimum of three years and 15,000 miles;
 - d. Eligible vehicles must be approved by the CARB; ~~and~~
 - e. Project Sponsors may request authorization of up to ~~50~~100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle-;
 - f. Projects that seek to scrap and replace a vehicle ~~in the same weight class as the proposed new vehicle~~ may qualify for additional TFCA funding- toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds-;
 - g. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible-; ~~and~~
 - h. The amount of TFCA funds awarded may not exceed 90% of ~~a vehicle’s~~ the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
25. **Hydrogen Stations:** These projects are intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:
- a. Stations must be located within the Air District’s jurisdiction and be available and accessible to the public;
 - b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/state authority; and
 - c. Each station must be maintained and operated for a minimum of three years.
 - d. TFCA funding may not be used to pay for fuel or on-going operations and maintenance costs.
 - e. TFCA funding is limited to 25% of the total project cost and may not exceed a maximum award amount of \$250,000 per station.
 - f. Stations must have received a passing score and/or received approval for funding from a State or federal agency.

26. **Reserved.**

27. **Reserved.**

Trip Reduction Projects

28. **Existing Shuttle/Feeder Bus Services:** The project will reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:
- a. The service must provide direct service connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location;
 - b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
 - c. The service must be available for use by all members of the public;

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- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
- e. **Reserved.**
- f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
- g. Matching funds must be provided to cover at least 10% of the total project cost and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) ~~and the administrative costs paid for by TFCA Regional Funds; of the project;~~
- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency; ~~and~~
- i. Applicants must submit a letter of concurrence from ~~the all~~ transit ~~district~~ districts or transit ~~agency~~ agencies that provides service in the area of the proposed route, certifying that the service does not conflict with existing service-; ~~and~~
- j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the ~~startup~~ start-up of Pilots, with a pilot project so that by the goal end of transitioning the project to third year of the trip reduction project’s operation, the project will be financially self-sustaining ~~within three years from the project’s start date or require minimal public funds, such as grants, to maintain its operation:~~

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

~~In addition, for pilot service projects:~~

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

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

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

Bicycle Projects

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

~~Costs TFCA Regional Funds may not be used to pay for costs~~ for maintenance, repairs, upgrades, rehabilitation, operations, and project administration ~~are not eligible for TFCA Regional Funds.~~

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

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

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

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

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

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

Projects are limited to the following types of bikeways:

- ~~d. New Class- I bicycle paths;~~
- ~~e. New Class- Bikeway (Bike Path), new or upgrade improvement from Class II bicycle lanes;~~
 - ~~a. New or Class- III bicycle routes; or bikeway;~~
 - b. New Class- II Bikeway (Bike Lane);
 - c. New Class III Bikeway (Bike Route); or

~~b.d. Class IV cycle tracks or separated bikeways~~ Bikeways (Separated Bikeways). New or upgrade improvement from Class II or Class III bikeway.

DRAFT

REGIONAL FUND EVALUATION CRITERIA:

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

Table 2: Evaluation Process by Project Category

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

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

Agenda 4—Attachment C: Comments Received and Staff Responses to Proposed FYE 2019 TFCA Regional Fund Policies

Committer and Agency	Comment	Staff Response
Jennifer Chu, PE City of Cupertino	How is the maximum CE calculated for upgrading bikeway facilities? We applied for the County Fund with a project that would upgrade 0.65 miles of existing Class II bike lanes to a separated Class IV bike lane and found that the project was not cost effective; and therefore ineligible for the grant.	<p>The cost-effectiveness (CE) of a bikeway upgrade improvement project is calculated based on the number of single occupancy vehicle (SOV) trips reduced as a result of this project, emission factors of light-duty vehicles, trip length, and TFCA funds requested.</p> <p>For the County Program Manager (CPM) Fund projects, please contact your CPM local liaison.</p>
Donna L. Lee Bay Area Rapid Transit District	<p>Can you please verify that the following uses are still allowed for the FYE19 TFCA Regional Fund:</p> <ul style="list-style-type: none"> • Transit Signal Priority • Signal Timing • Travel Demand Management 	<p>The TFCA Regional Fund has funded arterial management projects, including transit signal priority, signal timing, and travel demand management in the past, but they are no longer eligible categories.</p> <p>These project types are still eligible for funding from the TFCA County Program Manager Program, which is administered through the Congestion Management Agency in each of the nine Bay Area counties. We encourage parties interested in these types of projects to work with the local Congestion Management Agency.</p>
Barbara Laurenson Association of Bay Area Governments Metropolitan Transportation Commission	<p>Thank you for explaining how the changes to CARB’s EMFAC emissions factors mean that each vehicle trip reduced by carpooling and vanpooling reduces less air pollution than in prior years, thereby making the cost/ton of pollutants reduced by MTC’s carpooling and vanpooling programs not as effective.</p> <p>Pierce said that the Air District was accepting comments until today at noon, so I wanted to share our thinking on the impacts of the rising cost-effectiveness thresholds. MTC sees important regional air quality and congestion mitigation benefits in reducing vehicle trips via carpooling and vanpooling. MTC also sees carpooling and vanpooling as modes with much more potential to tap to achieve these benefits, and quicker as it takes less time to get someone to try carpooling than it does to buy a clean air vehicle. MTC has successfully formed and maintained carpools for many years and now technology and other social changes are amplifying carpooling’s potential to achieve more congestion and air pollution reduction. TFCA is an important funding source supporting MTC’s carpooling and vanpooling programs. We anticipate that the changes in the cost effectiveness calculation will be challenging for the carpool and vanpool programs to achieve. MTC would like the Air District to consider all the benefits of these programs, and their future potential, when making decisions about future cost effectiveness requirements.</p>	<p>Noted.</p> <p>The Air District recognizes that there are other benefits of carpool and vanpool projects in addition to the air quality benefits. However, the authorizing legislation requires TFCA projects to meet the Air District Board of Directors-adopted cost-effectiveness in reducing emissions of ROG, NOx, PM from on-road motor vehicles.</p> <p>The Air District will continue evaluating the cost-effectiveness limits and the justification for further adjusting these limits. The Air District will also continue looking for new and innovative projects that can cost-effectively reduce more single occupancy vehicle trips.</p>

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	Thanks for your consideration.	
Derek McGill, AICP Transportation Authority of Marin	<p>In reviewing the Draft FY2019 TFCA regional fund program guidance, TAM is encouraged to see a continuation of trip reduction programs, alternative fuel programs and bicycle facilities programs included in the TFCA Regional Fund as district sponsored programs. In developing next year’s programs and budgets, TAM recognizes the rapidly shifting nature of transportation, with shared mobility offering new opportunities to increase transit usage and reduce air quality emissions, joint goals of BAAQMD and TAM.</p> <p>TAM has developed innovative TNC partnerships to support transit through shared ride services, and has delivered a new carshare pod at SMART stations in San Rafael. As we look towards developing a bikeshare program to further support SOV trip reduction, BAAQMD can play a role in supporting these joint goals of SOV trip reduction. With new mobility opportunities, BAAQMD’s flexibility in supporting innovation and shared mobility through next year’s regional program would be great.</p>	<p>Noted.</p> <p>The Air District recognizes the rapidly changing landscape of SOV trip reduction solutions. Policy #29, for Pilot Trip Reduction projects, was created to support piloting new, innovative, mobility opportunities that can provide more cost-effective, convenient, and reliable first- and last-mile connections to transit.</p>
Ying C. Smith Town of Los Gatos	<p>29. Pilot Trip Reduction: Los Gatos staff welcomes the addition of this pilot category to encourage new applications that encourage mode shift and reduce SOV. We suggest that the Air District change the first bullet point as giving priority to the projects in a Highly Impacted Community or Episodic Area as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in a Priority Development Area (PDA), rather than a requirement. The change would broaden the geographic areas that are eligible. Projects that located outside of these areas can still provide emission reduction benefits to all populations.</p> <p>32. Bikeways: Los Gatos staff supports the change in allowing upgraded Class I and Class IV bike facilities in this category. This is a recognition that the upgrades are effective in encouraging more bicycle usage, especially among the vulnerable roadway users, such as youth. Many agencies, schools and not-for-profit organizations have been successful in encouraging our younger population in schools on safe riding/walking practices. We further suggest that the Policies incentivize infrastructure improvements that support SR2S biking and walking and agencies with demonstrated experience in reducing emissions caused by school-related traffic.</p>	<p>Due to limited TFCA Regional Funds, the Air District is prioritizing projects in CARE areas, which are communities that are experiencing higher disproportionate impacts of air pollution, and PDAs, which are areas where there is mass transit and/or potential growth in population density, and has the greatest opportunity to effectively reduce air emissions by reducing SOV trips.</p> <p>Anyone who is interested in projects that are outside of CARE Areas or PDAs are encouraged to contact their local liaison for the County Program Manager Fund.</p> <p>Improved safety can be an additional benefit of the TFCA funded bikeway upgrade improvement projects.</p> <p>Parties interested in Smart Growth projects, such as infrastructure improvements to encourage Safe Routes to School (SR2S) biking and walking are encouraged to contact their local liaison for the County Program Manager Fund.</p>

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<p>Diana Meehan Napa Valley Transportation Authority</p>	<p>I am suggesting the following revisions for consideration by the BAAQMD on the TFCA Regional Fund FYE 2019 Policies:</p> <p>Policy 23-Light and Medium Duty Zero and Partial Zero Emissions Vehicles for Fleets:</p> <ul style="list-style-type: none"> • Consider adding Electric Bicycles to this category 	<p>Policies 23 and 24 are designed to encourage applicants to choose zero-emission vehicles when replacing petroleum-fueled vehicles in their fleets or when expanding their fleets. Since bicycles are not typically petroleum-fueled, they are not eligible for this category.</p> <p>Electric Bicycles could potentially be eligible for TFCA funding if they promote a mode-shift to biking. These projects could be funded under Policy 29, Pilot Trip Reduction.</p>
	<p>Policy 31-Electronic Bicycle Lockers</p> <ul style="list-style-type: none"> • Add additional language to include-Countywide Transportation Plan (CTP) • The MTC Regional Bicycle Plan is outdated (2009), consider revising language to make reference to Plan Bay Area 	<p>The specific plans that are eligible are identified under the Health and Safety Code.</p>
	<p>Policy 32 – Bikeways</p> <ul style="list-style-type: none"> • a. Add additional language for project types to include upgrades from Class II and Class III facilities to Class I or Class IV • b. Include language to allow upgrades for Class II bike lanes to Class II buffered bike lanes 	<p>Staff has proposed a revision to Policy 32 to include language to allow upgrades from Class II or III to Class I or IV.</p> <p>Upgrading within classes is not eligible because further research is needed to evaluate the additional air quality benefits from such projects.</p> <p>Anyone who is interested in funding projects that do not meet these requirements are encouraged to contact their local liaison for the County Program Manager Fund.</p>

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: May 14, 2018

Re: New Program: Clean and Electric Vehicle Adoption in Disadvantaged Communities

RECOMMENDATIONS

None; receive and file.

BACKGROUND

The Air District's efforts in Electric Vehicle (EV) outreach, partnerships, and incentives, in combination with other initiatives, have contributed to Bay Area's high per-capita EV adoption rate of 13 registered light duty EVs per 1,000 people—the highest in the United States. More than 100,000 light duty EVs (nearly 40% of the EVs registered in California) are registered to Bay Area residents and businesses¹. However, adoption of EVs within disadvantaged communities has been slower than in other areas, and has been identified by staff and the Board of Directors (Board) as a focus area for upcoming Air District programs.

DISCUSSION

In 2017, the California Air Resources Board (ARB) approved an expansion of the Enhanced Fleet Modernization Program Plus Up (EFMP Plus-Up), a clean vehicle rebate program for disadvantaged communities, to include the Bay Area. In November 2017, the Air District Board approved a resolution to accept funding and to be the lead agency to implement this two-year, \$5 million program.

This program will provide incentives for low income households (up to 400% of the Federal Poverty Level) in disadvantaged communities to retire older, high-polluting vehicles and replace them with a newer, cleaner vehicle or with alternative transportation options (e.g. Clipper card). Eligible vehicles for purchase or lease include hybrid electric, plug-in hybrid, or electric vehicles. The incentive amount (up to \$9,500) varies depending on household income, type of

¹ Estimated using a 76% rebate use rate and data from CARB PEV Rebates Statistics: Center for Sustainable Energy (2015). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated January 9, 2018. Accessed January 10, 2018 from <http://energycenter.org/clean-vehicle-rebate-project/rebate-statistics>

replacement vehicle, or alternative transportation. Air District staff are setting up the program components that are needed to open the program to the public, including:

- Application system and website;
- Case managers to support applicants through the application and incentive process;
- Partnerships with dealers, vehicle scrappers, and alternative transportation programs; and
- Materials for stakeholder engagement and outreach to disadvantaged communities.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. The ARB funding covers administration of the program.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Tin Le and Ranyee Chiang
Reviewed by: Damian Breen