



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  
OCTOBER 25, 2018  
9:30 A.M.

1<sup>ST</sup> 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](http://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.*

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

**Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3** *For the first round of public comment on non-agenda matters at the beginning of the agenda, ten persons selected by a drawing by the Clerk of the Boards from among the Public Comment Cards indicating they wish to speak on matters not on the agenda for the meeting will have two minutes each to address the Board on matters not on the agenda. For this first round of public comments on non-agenda matters, all Public Comment Cards must be submitted in person to the Clerk of the Board at the location of the meeting and prior to commencement of the meeting.*

Staff/Phone (415) 749-

3. **APPROVAL OF THE MINUTES OF SEPTEMBER 27, 2018**

Clerk of the Boards/5073

*The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of September 27, 2018.*

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

K. Schkolnick/5070

[kschkolnick@baaqmd.gov](mailto: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.*

5. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND POLICIES FOR FISCAL YEAR ENDING (FYE) 2020 AND A REQUEST FOR A WAIVER FOR THE FISCAL YEAR ENDING 2019 COUNTY PROGRAM MANAGER FUND POLICIES FROM THE SAN FRANCISCO COUNTY TRANSPORTATION AGENCY**

K. Schkolnick/5070

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

*The Committee will consider recommending Board of Directors' approval of the proposed FYE 2020 TFCA County Program Manager Fund policies and a request for a waiver from the San Francisco County Transportation Agency for the FYE 2019 County Program Manager policies for an electric vehicle charging station project.*

6. **ELECTRIC VEHICLE INFRASTRUCTURE AND FLEET INCENTIVE PROGRAMS**

R. Chiang/8621

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

*The Committee will receive an update on the Air District's grant incentive programs to accelerate electric vehicle infrastructure and fleets in the Bay Area.*

7. **UPDATE ON PROPOSED SAFE AFFORDABLE FUEL-EFFICIENT VEHICLES (SAFE) RULE**

V. Douglas/4752  
[vdouglas@baaqmd.gov](mailto:vdouglas@baaqmd.gov)

*The Committee will receive an update on the SAFE Rule and its requirements, impacts relative to increasing emissions, impacts on the Air District's current Clean Air Plan, steps taken by staff to date in opposition to the proposed rule and next steps.*

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

*Speakers who did not have the opportunity to address the Board in the first round of comments on non-agenda matters will be allowed two minutes each to address the Board on non-agenda matters.*

9. **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)*

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

*Monday, December 17, 2018, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.*

11. **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](mailto:vjohnson@baaqmd.gov)

**(415) 749-4941**  
**FAX: (415) 928-8560**  
**BAAQMD homepage:**  
[www.baaqmd.gov](http://www.baaqmd.gov)

- To submit written comments on an agenda item in advance of the meeting. Please note that all correspondence must be addressed to the “Members of the Mobile Source Committee” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Committee meeting. Any correspondence received after that time will be presented to the Committee at the following meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- 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](http://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](mailto: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**

**OCTOBER 2018**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors TIO Steering Committee</b> <i>(At the Call of the Chair)</i>	Monday	22	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i> - CANCELLED	Wednesday	24	9:30 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room #109
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	25	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Advisory Council Mtg.</b> <i>(At the Call of the Chair)</i>	Monday	29	10:00 a.m.	1 <sup>st</sup> Floor Board Room

**NOVEMBER 2018**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Executive Committee</b> <i>(At the Call of the Chair)</i>	Friday	2	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Nominating Committee</b> <i>(At the Call of the Chair)</i>	Wednesday	7	9:00 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	7	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Climate Protection Committee</b> <i>(Meets on the 3<sup>rd</sup> Thursday of every other Month)</i> - CANCELLED	Thursday	15	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of every other Month)</i> - CANCELLED	Monday	19	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Nominating Committee</b> <i>(At the Call of the Chair)</i> - CANCELLED AND RESCHEDULED TO WEDNESDAY, NOVEMBER 7, 2018	Monday	19	9:00 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Special Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Monday	19	9:30 a.m.	1 <sup>st</sup> Floor Board Room

## NOVEMBER 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i> - CANCELLED	Wednesday	21	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED	Thursday	22	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	28	9:30 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room #109

## DECEMBER 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	5	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Monday	17	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	19	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	26	9:30 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room #109
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED AND RESCHEDULED TO MONDAY, DECEMBER 17, 2018 AT 9:30 A.M.	Thursday	27	9:30 a.m.	1 <sup>st</sup> Floor Board Room

HL – 10/19/18 – 2:35 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: October 15, 2018

Re: Approval of the Minutes of September 27, 2018

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RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) Meeting of September 27, 2018.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee Meeting of September 27, 2018.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson

Attachment 3A: Draft Minutes of the Mobile Source Committee Meeting of September 27, 2018

## AGENDA 3A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of September 27, 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, September 27, 2018

#### **1. CALL TO ORDER – ROLL CALL**

Mobile Source Committee (Committee) Chairperson, Scott Haggerty, called the meeting to order at 9:39 a.m.

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

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

Also Present: None.

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

No requests received.

#### **3. UPDATE ON STATUS OF HEAVY-DUTY ZERO-EMISSION MOBILE SOURCE TECHNOLOGIES (OUT OF ORDER, ITEM 5)**

Damian Breen, Deputy Air Pollution Control Officer of technology, introduced Chengfeng Wang, Strategic Incentives Division Manager, who gave the staff presentation *Update on Status of Heavy-Duty Zero-Emission Mobile Source Technologies*, including: overview; Bay Area criteria emissions; Air District awarded more than \$100M for zero-emissions; roadmap for achieving Diesel Free by '33; roadmap to zero-emissions by 2033 and Years 1-5, 6-10, 11-15; and next steps.

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

#### Public Comments

No requests received.



Committee Comments

The Committee and staff discussed the definition of a commercial harbor craft; the concern that electric buses will be too expensive to maintain; the development of Innovative Clean Transit Regulation by the California Air Resources Board; anticipated charging infrastructure needs as electric vehicle (EV) ownership increases; and how EV solutions implemented in California are not always applicable in other states.

Committee Action

None; receive and file.

**4. APPROVAL OF THE MINUTES OF JULY 26, 2018 (ITEM 3)**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Mitchoff made a motion, seconded by Vice Chair Canepa, to approve the Minutes of July 26, 2018; and the motion carried by the following vote of the Committee:

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

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

Karen Schkolnick, Strategic Incentives Division (SID) Director, introduced Ken Mak, Acting Supervising Staff Specialist, who gave the staff presentation *Projects and Grants with Proposed Awards Over \$100,000*, including: overview; Carl Moyer Program (CMP) and Mobile Source Incentive Fund (MSIF); Community Health Protection Grant Program (CHP); Transportation Fund for Clean Air (TFCA); Reformulated Gasoline Settlement Fund (RFG); projected grant revenues for Fiscal Year Ending (FYE) 2019 \$137M; CMP, MSIF, and CHP project recommendations over \$100K; TFCA and RFG project recommendations over \$100K; funds awarded and recommended by project category and county since July 2018; status of FYE 2019 incentive funding by source; and recommendations.

NOTED PRESENT: Director Miley was noted present at 10:11 a.m.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed contributing factors to the availability of funds.

Committee Action

Vice Chair Canepa made a motion, seconded by Director Abe-Koga, to recommend that the Board **approve** staff recommendations; and the motion carried by the following vote of the Committee:

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

**6. UPDATE ON AIR DISTRICT GRANT PROGRAM FUNDING FOR FISCAL YEAR ENDING 2019**

Mr. Breen introduced Ms. Schkolnick, who gave the staff presentation *Update on Air District Grant Program Funding for Fiscal Year Ending 2019*, including: overview; sources of criteria pollution and grant funding; \$56.9M awarded in 2017; funds awarded (\$250M) and inventory of mobile source emissions by equipment category from 2013-2017; estimated revenue and funds awarded from 1993 – 2019; projected grant revenues for FYE 2019 (\$137M); and next steps - FYE 2019 grant program priorities.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed requirements of the school bus program under the Carl Moyer Program; and the District's partnerships with Bay Area community choice aggregations (CCA), and the District's objective of presenting a united front with CCAs for the ease of consumers.

Committee Action

None; receive and file.

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

No requests received.

**8. COMMITTEE MEMBER COMMENTS**

None.

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

Thursday, October 25, 2018, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

**10. 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: October 15, 2018

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

**RECOMMENDED ACTION**

Recommend Board of Directors:

1. Approve recommended 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 (CARB), 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<sub>x</sub>), 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 CARB, 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 (2017) 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 on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program.

On February 21, 2018, the Board of Directors (Board) authorized Air District participation in Year 20 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, electric vehicle charging station program) and to a program referred to as the TFCA Regional Fund. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA funding.

On May 2, 2018, the Board authorized funding allocations for use of TFCA revenue in Fiscal Year Ending (FYE) 2019 and cost-effectiveness limits for Air District-sponsored FYE 2019 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 June 6, 2018, the Board adopted policies and evaluation criteria for the FYE 2019 TFCA Regional Fund program.

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 CARB and the Board.

## DISCUSSION

### **Carl Moyer Program and Community Health Protection Grant Program:**

For the CMP Year 20 cycle, the Air District had more than \$11 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 20 funding cycle on June 25, 2018 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 October 9, 2018, the Air District had received 87 project applications. Of the applications that have been evaluated between September 6, 2018 and October 9, 2018, three eligible projects have proposed individual grant awards over \$100,000. These projects will replace six pieces of agricultural equipment, 26 diesel trucks, and two marine engines, and will reduce over 2.5 tons of NOx, ROG and PM per year. Staff recommends the allocation of \$909,896 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 October 9, 2018, including information about the equipment category, award amounts, estimated emissions reductions, and county location. Approximately 41% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 4, Figures 4 and 5 summarize the cumulative allocation of CMP, MSIF, and Community Health Protection Grant Program funding since 2009 (more than \$233 million awarded to 1,074 projects).

### **Transportation Fund for Clean Air Program:**

In FYE 2019, the Air District will be awarding \$20.44 million of TFCA monies to eligible projects. This includes \$13.36 million in new TFCA monies and \$7.08 million in carryover funds from previous cycles. As of October 9, 2018, the Air District had received 28 project applications.

Of the applications that have been evaluated between September 6, 2018 and October 9, 2018, four eligible projects have proposed individual grant awards over \$100,000. These projects will support the continued operation of 21 shuttle routes and one regional ridesharing service. These projects are expected to reduce 22.7 tons of NOx, ROG, and PM10 per year. Staff recommends the allocation of \$1,852,100 for these projects from TFCA funds. Attachment 1, Table 2, provides additional information on these projects.

Attachment 3 lists all eligible TFCA projects that were evaluated as of October 9, 2018 and three Air District-sponsored projects previously approved by the Board, including information about the equipment category, award amounts, estimated emissions reductions, and county location. Approximately 43% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities.

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

None. The Air District distributes CMP, MSIF, Community Health Protection Grant Program, and TFCA funding to public agencies and private entities on a reimbursement basis. Funding for administrative costs is provided by each funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Anthony Fournier and Ken Mak

Reviewed by: Karen Schkolnick, Anthony Fournier and Chengfeng Wang

Attachment 1: Projects with grant awards greater than \$100,000

Attachment 2: CMP/MSIF and Community Health Protection Grant Program approved projects

Attachment 3: TFCA approved and eligible projects

Attachment 4: Summary of funding awarded between 7/1/18 and 10/9/18

## AGENDA 4 - 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 9/6/18 and 10/9/18)**

Project #	Applicant name	Equipment Category	Project Description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
19MOY180	Nestle Waters North America	On-road	Replacement of 26 diesel trucks with Low-NOx propane equivalents	\$ 492,100.00	\$ 1,908,375.50	1.061	0.046	0.003	Alameda/ Solano
20MOY50	Captain Joe's Sportfishing	Marine	Replacement of two diesel propulsion engines	\$ 159,000.00	\$ 199,325.34	0.367	0.009	0.017	San Francisco
20MOY71	Vina Management Services	Ag/ off-road	Replacement of six diesel tractors	\$ 258,796.00	\$ 323,501.05	0.865	0.124	0.084	Sonoma
<b>3 Projects</b>				\$ 909,896	\$ 2,431,202	2.293	0.179	0.104	

**Table 2 - Summary of Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 9/6/18 and 10/9/18)**

Project #	Applicant name	Project Category	Project Description	Proposed contract award	Est. C/E	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
19R15	Peninsula Corridor Joint Powers Board	Existing Shuttle	Caltrain Shuttle Program	\$ 652,600	\$ 52,663	2.64	3.66	5.14	San Mateo/ Santa Clara
19R14	Presidio Trust	Existing Shuttle	PresidiGO Downtown Shuttle	\$ 100,000.00	\$ 85,788	0.252	0.352	0.471	San Francisco
19R16	Santa Clara Valley Transportation Authority	Existing Shuttle	ACE Shuttle Bus Program	\$ 960,000	\$ 95,614	2.43	2.60	4.29	Santa Clara
19R18	Associated Students, San Jose State University	Existing Rideshare	SJSU Ridesharing & Trip Reduction	\$ 139,500	\$ 149,701	0.231	0.266	0.366	Regional
<b>4 Projects</b>				\$ 1,852,100		5.55	6.88	10.27	



## AGENDA 4 - ATTACHMENT 2

*CMP/MSIF and Community Health Protection Grant Program approved projects  
(between 7/6/18 and 10/9/18)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY166	On-road	Equipment replacement	1	\$ 45,000.00	Deol Trans / Piara Singh	0.668	0.050	0.004	APCO	Contra Costa
19MOY168	Ag/ off-road	Equipment replacement	1	\$ 33,000.00	Rancho Las Juntas Vineyard	0.028	0.006	0.004	APCO	Contra Costa
19MOY163	Marine	Engine replacement	1	\$ 180,000.00	Bettencourt and Son (Commercial fishing)	0.647	0.009	0.021	10/17/2018	San Mateo
19MOY182	On-road	Equipment replacement	1	\$ 45,000.00	Thy Trucking	0.677	0.050	0.004	APCO	Alameda
19MOY185	On-road	Equipment replacement	1	\$ 60,000.00	Puerta Trucking	0.717	0.097	0.032	APCO	Merced
19MOY158	Ag/ off-road	Equipment replacement	1	\$ 117,000.00	Ocean Breeze Dairy	0.310	0.020	0.015	10/17/2018	Sonoma
19MOY159	Ag/ off-road	Equipment replacement	1	\$ 40,480.00	Trefethen Farming LLC	0.173	0.030	0.021	APCO	Napa
19MOY176	Ag/ off-road	Equipment replacement	1	\$ 60,930.00	Bazan Vineyard Management	0.198	0.033	0.025	APCO	Napa
19SBP12	School bus	Equipment replacement	4	\$ 512,170.00	Moreland School District	0.237	0.016	0.000	10/17/2018	Santa Clara
19MOY148	Off-road	Equipment replacement	2	\$ 197,278.00	The Lumber Baron, Inc.	0.178	0.044	0.008	10/17/2018	Alameda
19SBP97	School bus	Equipment replacement	8	\$ 1,635,693.00	Vallejo City Unified School District	0.826	0.065	0.000	10/17/2018	Solano
19MOY175	Off-road	Equipment replacement	1	\$ 75,680.00	Mt. Diablo Landscape Centers, LLC	0.189	0.031	0.023	APCO	Contra Costa
20MOY51	Ag/ off-road	Equipment replacement	5	\$ 467,856.00	Johnson and Neles Dairy	1.985	0.208	0.124	10/17/2018	Sonoma
20MOY52	On-road	Equipment replacement	1	\$ 60,000.00	James Marlowe Carson	0.904	0.068	0.005	APCO	Napa
19MOY181	Ag/ off-road	Equipment replacement	1	\$ 50,300.00	Jensen Ranch	0.122	0.019	0.011	APCO	Marin
19SBP140	School bus	Equipment replacement	18	\$ 4,076,369.00	Fremont Unified School District	1.717	0.139	0.034	10/17/2018	Alameda

## AGENDA 4 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
20SBP45	School bus	Equipment replacement	2	\$ 1,291,000.00	Campbell Union School District	0.104	0.006	0.000	10/17/2018	Santa Clara
19MOY180	On-road	Equipment replacement	26	\$ 492,100.00	Nestle Waters North America	1.061	0.046	0.003	TBD	Alameda, Solano
20MOY36	On-road	Equipment replacement	1	\$ 60,000.00	ZQR Trucking	0.982	0.074	0.006	APCO	Alameda
20MOY48	Marine	Engine replacement	1	\$ 99,500.00	Michael Thomas Hudson (Commercial fishing)	0.257	0.006	0.010	APCO	Alameda
20MOY60	Ag/ off-road	Equipment replacement	1	\$ 46,355.00	Siqueira Vineyard Management	0.156	0.026	0.018	APCO	Napa
20MOY50	Marine	Engine replacement	2	\$ 159,000.00	Captain Joe's Sportfishing	0.367	0.009	0.017	TBD	San Francisco
20MOY71	Ag/ off-road	Equipment replacement	6	\$ 258,796.00	Vina Management Services	0.865	0.124	0.084	TBD	Sonoma
20MOY65	On-road	Equipment replacement	1	\$ 40,000.00	Zahniser Trucking	0.738	0.122	0.006	APCO	Contra Costa
<b>24 Projects</b>			<b>88</b>	<b>\$ 10,103,507.00</b>		<b>14.104</b>	<b>1.300</b>	<b>0.475</b>		

## AGENDA 4 - ATTACHMENT 3

*Summary of all TFCFA approved and eligible projects (evaluated between 7/1/18 and 10/9/18)*

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO <sub>x</sub>	ROG	PM			
18EV049	LD Infrastructure	Install and operate 12 single-port Level 2 (high) charging stations at 6 destination facilities in San Mateo, Burlingame, San Bruno, and Millbrae	\$36,000	San Mateo Union High School District	0.020	0.025	0.000	7/5/18	No	San Mateo
18EV056	LD Infrastructure	Install and operate 3 dual-port Level 2 (high) charging stations at 3 destination facilities in Richmond and El Cerrito	\$12,000	West Contra Costa Unified School District	0.007	0.009	0.000	7/5/18	Yes	Contra Costa
18EV047	LD Infrastructure	Install and operate 4 single port Level 2 (high) charging stations at 1 destination facility in San Mateo	\$12,000	Nazareth Plaza Owners' Association	0.007	0.009	0.000	7/30/18	No	San Mateo
18EV035	LD Infrastructure	Install and operate 4 single-port Level 2 (high) charging stations at 1 destination facility in Greenbrae	\$12,000	Marin Rowing Association	0.007	0.009	0.000	7/31/18	No	Marin
18R18	Bicycle Facilities	Install 0.09 miles of Class I and 0.28 miles of Class IV bikeways in Los Gatos	\$242,000	Town of Los Gatos	0.029	0.056	0.039	8/1/18	No	Santa Clara
18R21	Bicycle Facilities	Install 40 electronic bicycle lockers in Danville	\$96,000	Town of Danville	0.014	0.018	0.026	8/3/18	No	Contra Costa
18R22	Bicycle Facilities	Install 16 electronic bicycle lockers in San Francisco	\$32,000	San Francisco Community College District	0.004	0.006	0.007	8/3/18	No	San Francisco
18R14	Bicycle Facilities	Install + maintain 3.62 miles of Class III bikeways in Petaluma	\$48,500	City of Petaluma	0.007	0.009	0.014	8/6/18	No	Sonoma
18R20	Bicycle Facilities	Install and maintain 1.57 miles of Class II bikeways and 23 bike racks (2 bikes per rack)	\$38,000	City of Gilroy	0.008	0.010	0.013	8/22/18	No	Santa Clara
19R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$554,842	BAAQMD	NA	NA	NA	NA	No	Regional
19R02	LD Vehicles	Vehicle Buy Back Program	\$150,000	BAAQMD	NA	NA	NA	NA	No	Regional
19R03	Trip Reduction	Spare The Air/Intermittent Control Programs	\$2,305,927	BAAQMD	NA	NA	NA	NA	No	Regional
19RFG04*	Off-road (non-ag)	Purchase 5 electric forklifts, 1 electric vacuum unit, and 1 electric terminal truck	\$221,000	Wyse Logistics	0.107	0.015	0.008	10/17/18	Yes	Alameda
19RFG06*	LD Infrastructure	Install 45 dual port level 2 EV charging stations	\$279,000	Hayward Unified School District	0.014	0.003	0.001	10/17/18	Yes	Alameda
19RFG09*	LD Vehicles	Deploy 48 EVs in carsharing service	\$439,000	Envoy Technologies	0.027	0.005	0.002	10/17/18	Yes	Alameda / Contra Costa
19R10	Trip Reduction	Pleasanton Connector Shuttles	\$80,000	San Joaquin Regional Rail Commission	0.234	0.387	0.647	10/18/18	Yes	Alameda
19R13	Trip Reduction	Juvenile Justice Center/ Fairmont Hospital Shuttle	\$29,700	County of Alameda	0.011	0.040	0.058	10/18/18	Yes	Alameda
19R14	Trip Reduction	PresidiGO Downtown Shuttle	\$100,000	Presidio Trust	0.252	0.352	0.471	Pending	Yes	San Francisco
19R15	Trip Reduction	Caltrain Shuttle Program	\$652,600	Peninsula Corridor Joint Powers Board	2.64	3.66	5.14	Pending	Yes	San Mateo/Santa Clara
19R16	Trip Reduction	ACE Shuttle Bus Program	\$960,000	Santa Clara Valley Transportation Authority	2.43	2.60	4.29	Pending	Yes	Santa Clara
19R18	Trip Reduction	SJSU Ridesharing & Trip Reduction	\$139,500	Associated Students, San Jose State University	0.231	0.266	0.366	Pending	No	Regional

**21 Projects\***

**\$6,440,069**

**6.047 7.478 11.083**

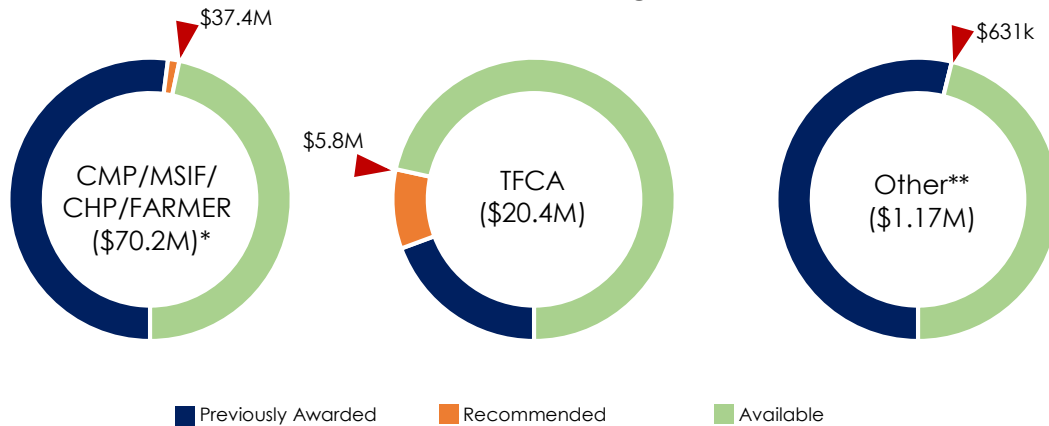
\* The award amounts for these projects include a total of \$631,000 of RFG funds

# AGENDA 4 - ATTACHMENT 4

Summary of funding awarded between 7/1/18 and 10/9/18

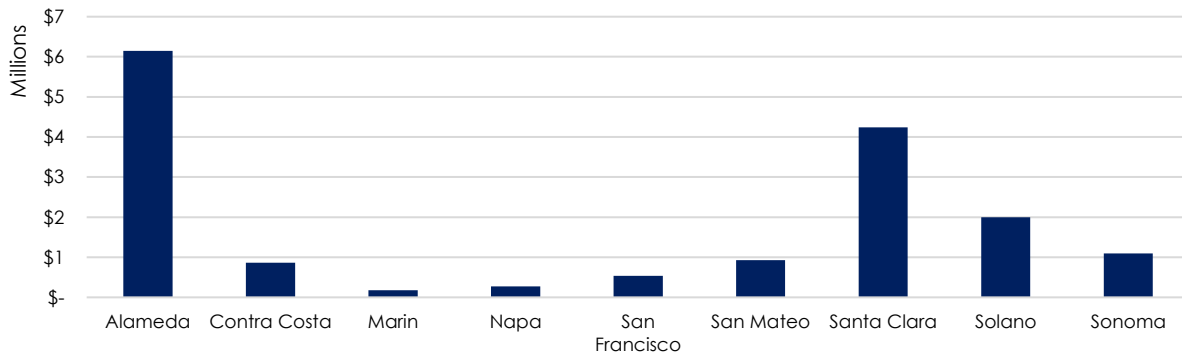
- Carl Moyer Program (CMP)
- Community Health Protection Program (CHP)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)
- Mobile Source Incentive Fund (MSIF)
- Transportation Fund for Clean Air (TFCA)
- Reformulated Gasoline Settlement Fund (RFG)

**Figure 1. Status of funding by source**

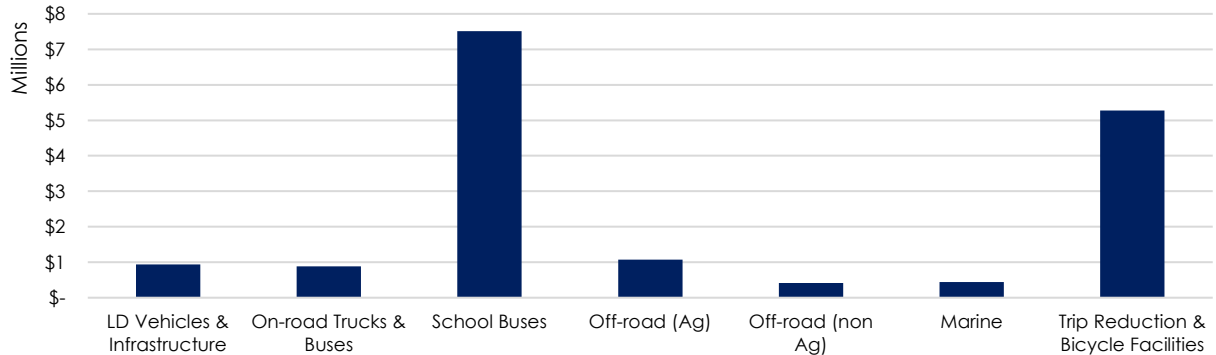


\* Includes awards from FYE 2018  
 \*\* Other includes RFG

**Figure 2. Funding awarded by county**



**Figure 3. Funding awarded by project category**



## AGENDA 4 - ATTACHMENT 4

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Figure 4. CMP/MSIF/CHP/FARMER funding awarded since 2009 by county

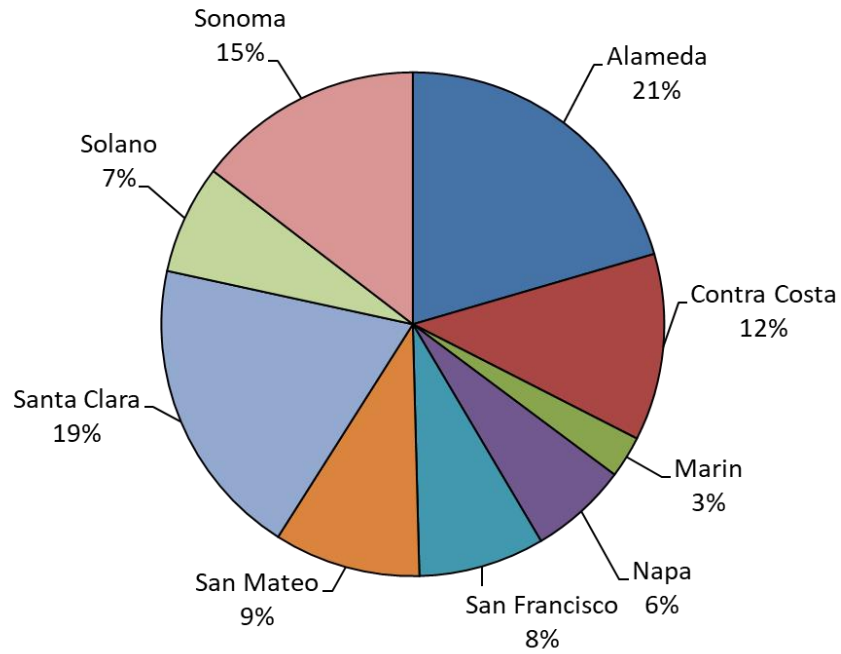
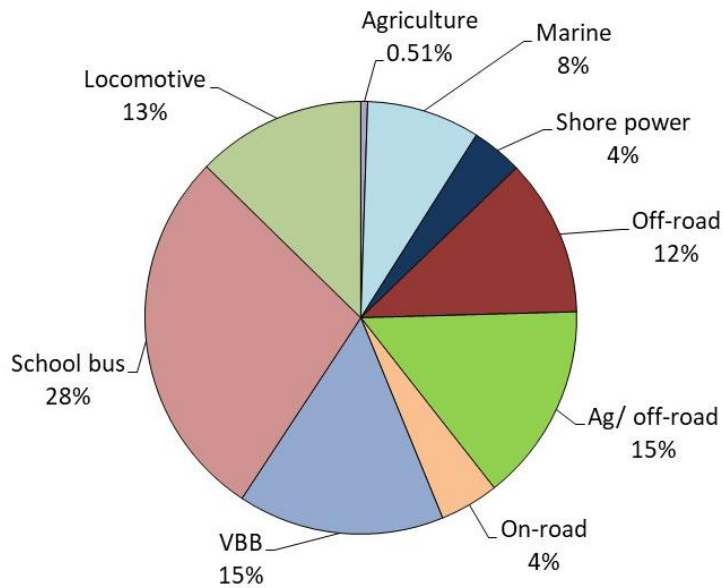


Figure 5. CMP/MSIF/CHP/FARMER funding awarded since 2009 by category



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

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

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 15, 2018

Re: Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies  
for Fiscal Year Ending (FYE) 2020 and a Request for a Waiver for the Fiscal Year  
Ending 2019 County Program Manager Fund Policies from the San Francisco County  
Transportation Agency

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**RECOMMENDED ACTIONS**

Recommend Board of Directors:

1. Approve the proposed Fiscal Year Ending 2020 Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies; and
2. Approve a policy waiver to allow San Francisco County Transportation Agency to use FYE 2019 TFCA CPM Funds for an electric vehicle charging station project.

**BACKGROUND**

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

By law, forty percent of these revenues are distributed to the designated CPMs in each of the nine counties within the Air District's jurisdiction by their proportionate share of fee-paid vehicle registration. Each year the Air District Board of Directors (Board) adopts policies for the TFCA programs to maximize emissions reductions and public health benefits.

**DISCUSSION**

Based on the feedback and comments received during the past year, staff updated the FYE 2019 policies and issued a draft of the proposed updates for FYE 2020 to the nine Bay Area CPMs for comment on July 27, 2018. Meetings were held with CPM representatives to discuss the proposed policy updates on February 1, August 8, August 13, and October 3 of 2018, and staff followed up by phone with CPMs on specific questions and issues related to the proposed updates. Written comments were received from four of the nine CPMs.

Based on the feedback and comments received during the past year and during the public comment period the following are proposed changes for the FYE 2020 CPM Policies:

- Removal of the requirement that TFCA funded alternative fuel infrastructure, e.g. electric vehicle charging stations, must be available to and accessible by the public;
- Increase of cost-effectiveness limit for projects that install charging stations at multi-dwelling units, transit stations, and park and ride lots;
- New pilot trip reduction project category to fund emerging mobility projects to reduce single occupancy commute-hour vehicle trips; and
- Flexibility of replacing heavy-duty vehicles and buses with alternative fuel light-duty vehicles.

Attachment A contains the proposed updates to FYE 2020 CPM Policies. Attachment B shows the proposed updates in redline. Attachment C contains a listing of the written comments received and the responses from staff.

*Request for Policy Waiver*

TFCA CPM Fund Policy #3 allows CPMs to seek Air District Board of Directors’ approval on a case-by-case basis for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but otherwise do not meet all of the Board-adopted policies.

The FYE 2019 TFCA CPM Board-adopted Policy #26 for Alternative Fuel Infrastructure requires TFCA-funded charging stations to be accessible and available to the public. San Francisco County Transportation Agency (SFCTA), the CPM for San Francisco, is proposing to provide TFCA CPM funding to a project that would install two level 2 charging stations for the exclusive use by an electric carsharing fleet (as shown in Table 1). The car share service will be available to the public.

While this requirement was originally included to ensure that TFCA funds maximize use of chargers and adoption of plug-in electric vehicles, staff has seen that this requirement can hinder participation by sponsors at key locations such as workplaces, multi-family dwelling units, and car-sharing services. Staff has reviewed the request from SFCTA and determined that this project does conform to the provisions of HSC section 44241 and Board-adopted TFCA cost-effectiveness. As part of this report, staff is proposing the removal of the “public-accessible” requirement for infrastructure from the policies that will govern the FYE 2020 cycle and is also recommending that a waiver be granted to SFCTA to allow them to fund this project.

**Table 1: FYE 2019 Projects Requiring Case-by-Case Approval**

<b>Project Name</b>	<b>Description</b>	<b>TFCA CPM Funds</b>	<b>Est. Total Project Cost</b>
SFCTA – Off-Street Car Share Electrification in San Francisco	Install two level 2 charging stations at new locations in central San Francisco	\$4,800	\$9,300

BUDGET CONSIDERATION / FINANCIAL IMPACT

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

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

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

Attachment A: Proposed TFCA CPM Fund Policies for FYE 2020  
Attachment B: Proposed TFCA CPM Fund Policies for FYE 2020 (redlined version of Board-approved TFCA CPM Fund Policies for FYE 2019)  
Attachment C: Comments Received from CPMs on the Draft Proposed FYE 2020 Policies and Air District Staff's Responses



The following Policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2020.

**BASIC ELIGIBILITY**

- 1. Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

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

- 2. TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit 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). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

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

**Table 1: Maximum Cost-Effectiveness**

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck and Bus Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 500,000*
27	Ridesharing Projects - Existing	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29.a.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.

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

\*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
  - a. **Public agencies** are eligible to apply for all project categories.
  - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2020. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” 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.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

**APPLICANT IN GOOD STANDING**

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County

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

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

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

#### INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

#### USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.

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

**ELIGIBLE PROJECT CATEGORIES**

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

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

- a. Vehicles must be new (model year 2019 or newer), and have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. Vehicles must be:
  - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
  - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees 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.

23. **Reserved.**
24. **Alternative Fuel Heavy-Duty Vehicles and Buses:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles must be new (model year 2019 or newer), and either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles must be hybrid-electric, electric, or hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees 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.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck 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 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. 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.

26. **Alternative Fuel Infrastructure:**

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

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

27. **Existing Ridesharing Services** : The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

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

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.
- b. The service’s schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. **Pilot Projects:**

a. **Pilot Shuttle/Feeder Bus Service Projects:**

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project’s proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider’s evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
  2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
  2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

**b. Pilot Trip Reduction Project:**

The project will reduce single-occupancy commute-hour vehicle trips by encouraging commute travel by 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:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. 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;
- iv. 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;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

### **30. Bicycle Projects:**

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

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

- 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);
- d. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;
- e. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- f. Electronic bicycle lockers;
- g. Capital costs for attended bicycle storage facilities; and
- h. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

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



**31. Bike Share:**

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

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

Projects may be awarded FYE 2020 TFCA funds to pay for up to five years of operations.

**32. Arterial Management:**

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

**33. Smart Growth/Traffic Calming:**

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

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

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

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

The following Policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) ~~2020~~2019.

**BASIC ELIGIBILITY**

- Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies ~~for FYE 2019~~.

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

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

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

**Table 1: Maximum Cost-Effectiveness ~~for FYE 2019~~**

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck <u>and Bus</u> Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 <u>500,000*</u>
27	Ridesharing Projects <u>- Existing</u>	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
<u>29.a.</u> <del>29</del>	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.

**Agenda #5 – Attachment B:**  
**Proposed TFCA County Program Manager Fund Policies for FYE 2020**  
**(redlined version of Board-approved TFCA CPM Fund Policies for FYE 2019)**

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

\*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control ~~M~~measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
  - a. **Public agencies** are eligible to apply for all project categories.
  - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year ~~2019~~2020. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” ~~can mean~~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.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #3~~32~~, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

**APPLICANT IN GOOD STANDING**

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

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

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

#### INELIGIBLE PROJECTS

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

#### USE OF TFCA FUNDS

15. **Combined Funds:** ~~Unless otherwise specified in policies #22 through #332,~~ TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. ~~For example~~ However, County Program Manager-funded projects may be combined with Congestion

~~Mitigation and Air Quality (CMAQ)~~ funds ~~because CMAQ does that do~~ not require emissions reductions for funding eligibility.

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

#### ELIGIBLE PROJECT CATEGORIES

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

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

- a. ~~Vehicles must be new (model year 2019 or newer), and Vehicles purchased and/or leased~~ have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. ~~Vehicles must be~~~~Vehicles are 2018 model year or newer;~~
  - i. hybrid-electric, electric, or fuel cell, ~~and CNG/LNG~~ vehicles that are ~~certified approved~~ by the California Air Resources Board (CARB) ~~for on-road use as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or~~
  - ii. ~~electric~~-neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.

- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project vehicle’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

~~Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the cost of the project. Vehicles that are solely powered by gasoline, or diesel, or natural gas, and retrofit projects are not eligible.~~

Grantees 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.

23. **Reserved.**

24. **Alternative Fuel Heavy-Duty Vehicles and Buses:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles ~~purchased and/or leased~~ must be new (model year 2019 or newer), and either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles ~~are 2018 model year or newer~~ must be hybrid-electric, electric, CNG/LNG, ~~or~~ and hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project vehicle’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
- ~~e. **Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.~~

~~TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems. Vehicles that are solely powered by gasoline or, diesel, or natural gas, and retrofit projects are not eligible.~~

Grantees may request authorization of up to ~~100~~50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck and Bus Replacements:** The project will replace Class 6, Class 7, ~~and/or~~ 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 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. 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.

26. **Alternative Fuel Infrastructure:**

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

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

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of ~~would install~~ charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

27. **Existing Ridesharing Services Projects:** ~~Eligible ridesharing projects~~The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

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

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.
- b. The service’s schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’



proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.

- e. Reserved.
- f. Grantees must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from ~~the~~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.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

## 29. Pilot Projects:

### a. Pilot Shuttle/Feeder Bus Service Projects:

~~i.~~

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  - 1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and

2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
  1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
  2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

**b. Pilot Trip Reduction Project:**

The project will reduce single-occupancy commute-hour vehicle trips by encouraging commute travel by 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:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. 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;
- iv. 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;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

**29.30. Bicycle Projects:**

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city

general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. ~~A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class 2 or Class 3 facility to a Class 1 or Class 4 facility.~~

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

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

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

### 30.31. Bike Share:

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

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
  - i. Projects that do not require membership or any fees for use, or

- ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 20~~2019~~ TFCA funds to pay for up to five years of operations.

**~~31.32.~~ Arterial Management:**

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

**~~32.33.~~ Smart Growth/Traffic Calming:**

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

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

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

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
<p><b>Jacki Taylor,</b> Alameda County Transportation Commission</p>	<p><b>Policy 2. TFCA Cost-Effectiveness</b> Staff requests the Air District to consider increasing the cost-effective (C-E) limitation for all project types that are located within or serve a CARE Area and/or a Priority Development Areas (PDA), to help incentivize the use of TFCA funding for projects in these areas. This is consistent with the higher C-E limit established for shuttles serving PDAs/CARE areas, which is \$500K TFCA/ton of reduced emissions for the first year of new, pilot shuttles and \$250K TFCA/ton for existing shuttles.</p>	<p>Noted. Staff will work with CPMs to evaluate this proposal.</p>
	<p><b>Policy 12. Planning Activities</b> Staff does not support the proposed requirement that project-specific planning activities must directly result in emissions reductions. Only the completion of a project or program can directly result in emissions reductions, so this proposed change seems unnecessary.</p>	<p>Noted. This proposed language has been removed.</p>
	<p><b>Policy 27. Ridesharing</b> Staff requests clarification on how to determine whether proposed ride matches are eligible and not “...already included in MTC’s regional rideshare program”.</p>	<p>Noted. Staff has removed this proposed language, discussed this removal with the CPMs, and will be including additional clarification in the FYE 2020 Guidance for Policy 11. Duplication.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p><b>Policy 29.b. Pilot Trip Reduction:</b></p> <p>Staff requests the Air District to provide sample project types for the new category created under Policy 29.b, Pilot Trip Reduction projects and guidance for how to evaluate for TFCA cost-effectiveness.</p>	<p>Noted. Staff will work with the CPMs to include this information in the FYE 2020 Guidance.</p>
	<p><b>Policy 30. Bicycle Projects</b></p> <p>Staff continues to oppose including a requirement for bike facility projects to have a completed and approved environmental plan ahead of the award of TFCA funds. The current TFCA CPM Policies allow for project-specific studies, including environmental, to be funded (Policy 12) and also allow for additional time to be granted, beyond the standard 2-year expenditure period, either at the time of programming or through subsequent time extensions (Policy 17). Adding restrictions on when TFCA funds can be programmed to bike projects is unnecessary. It could make it difficult to fund smaller bike projects that are not typically initiated until funding is programmed and further complicates the TFCA project evaluation/selection process.</p>	<p>Ensuring that funds are only awarded to projects that can be completed within the legislatively-required two-year timeframe has been a longstanding issue affecting both TFCA CPM and Regional Fund projects. For this reason, beginning with the Fiscal Year Ending 2011 Policies, staff worked with CPMs to include a requirement for Smart Growth projects that only projects with a completed and approved environmental plan may be awarded TFCA funds. Over time, staff has realized that this issue affects all types of projects, which is why we support this type of requirement.</p> <p>Staff has removed the proposed requirement from this year’s version and will continue evaluating this issue with the CPMs in order to develop a solution over this next year.</p>
	<p>Per a recent CPM discussion in early August on the draft FYE 20 policies, Air District staff indicated that they may be amenable to removing the restriction disallowing 3rd extensions for bike projects, which</p>	<p>As discussed above, the requirement to implement projects within the two-year timeframe is a legislative requirement intended to ensure that TFCA funds are awarded to projects that expedite emission reductions.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p>was added to the Guidance document a few years ago, but never formerly adopted into the CPM Policies. Bike projects that are in regional and/or countywide bike plans should have the ability to receive third extensions, on a case-by case basis, consistent with the consideration given to other TFCA project types. Staff supports the removal of this restriction from the FYE20 guidance document.</p>	<p>The restriction in the guidance was included several years ago as a compromise to having the restriction in the policies. As mentioned above, over this next year, staff will be working with the CPMs to explore options for resolving this issue.</p>
	<p>A final overall comment on the amount of time provided for the comment period this year, in past years I believe more time has been provided to effectively solicit and compile comments from our local agencies. Most agencies do not schedule public meetings in August. Subsequently, it’s a time of year when many agency staff take vacations. It’s requested that the Air District consider providing a review period of at least 60 days.</p>	<p>Noted. This year’s draft policies were issued on July 27<sup>th</sup> and comments were due by September 4<sup>th</sup>.</p>
<p><b>Peter Engel,</b> Contra Costa Transportation Authority</p>	<p><b>Policy 2: TFCA Cost-Effectiveness and</b> <b>Policy 26: Alternative Fuel Infrastructure</b></p> <p>While I concur a higher CE is good for certain locations to ensure better opportunity for trip reduction. The policy should also require appropriate charging technology for the application. If a vehicle is parked at a parking lot all day as in a park-and-ride or transit station – a level one charger is appropriate. Enforcing rotation of</p>	<p>Noted. Current policies do not restrict charging type by parking duration. To allow flexibility, each CPM may choose to include additional requirements, such as what was suggested, in their county’s program.</p> <p>Staff will be updating the FYE 2020 Guidance to include information to help determine which charging type is best for which scenario.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p>vehicles in long term parking situations will be expensive.</p>	
	<p><b>Policy 11: Duplication</b>                      This revision could have very negative effects on ongoing programs that annually provide incentives for continued ridesharing. There is sufficient evidence that people need continuous rewards to continue good behavior. I think duplicative projects is very different than projects that have previously received TFCA funding.</p>	<p>To clarify, annually funded service projects (e.g., ridesharing), which have a one-year project life and are different from vehicle or facility or infrastructure projects, do propose surplus emission reductions, and therefore are not duplicative and would not be prevented from receiving funds.</p>
	<p><b>Policy 27: Ridesharing</b>                      The revisions suggest that MTC’s regional ridesharing program is the most effective program in the region. People who may not find it effective will look to other programs for services. Also who is going to determine if a person is in MTC’s program?</p>	<p>Staff removed this proposed language, discussed this removal with the CPMs, and will be providing language in the FYE 2020 Guidance to clarify Policy 11. Duplication.</p>
	<p><b>Policy 28c: Shuttle/Feeder Bus Service and Policy 29bii: Pilot Projects</b>                      Does the term “open to all members of the public” include children, elderly and disabled persons? To be eligible for TFCA funding are vehicles need to be lift or ramp equipped?</p>	<p>“Open to all members of the public” is meant to convey that the service may not be limited to a certain group (e.g., only employees or students serviced by the sponsor). Note that all projects must comply with all applicable federal, State, regional, and local requirements, including ADA (Policy 4).</p>



Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
<p><b>Mike Pickford,</b> <i>San Francisco County Transportation Authority</i></p>	<p><b>Policy 2. TFCA Cost-Effectiveness</b></p> <p>We are very supportive of the proposed increase in the cost-effectiveness limit (from \$250,000 to \$500,000) for charging stations in multi-dwelling unit buildings, transit stations, and park-and-ride facilities. Having the flexibility to award a larger amount of TFCA funds to a project will likely be helpful in incentivizing projects at complex sites.</p>	<p>Noted.</p>
	<p><b>Policy 12. Planning Activities</b></p> <p>We oppose the proposed change to require planning activities to directly contribute to the project's emissions reductions. Planning work is often necessary to support the ultimate successful implementation of a TFCA project, but requiring planning to directly contribute to emissions reductions doesn't make sense, because planning is, by definition, pre-implementation. This proposed change is also unnecessary, as planning activities, such as working with community members to choose the preferred location of bike share stations, already must be directly related to implementation of the project under current TFCA policy and the cost of a given project is already constrained by the cost-effectiveness limit for that project type, regardless of the breakdown in cost by project phase.</p>	<p>Staff removed this proposed language.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p><b>Policy 24. Alternative Fuel Heavy-Duty Vehicles and Buses</b></p> <p>We are very supportive of the proposal to codify projects that would replace heavy-duty vehicles with light-duty vehicles. Please account for this type of project in the cost-effectiveness worksheet guidance and calculations, as necessary.</p>	<p>Noted. Staff will provide additional clarification in the FYE 2020 Guidance.</p>
	<p><b>Policy 26. Alternative Fuel Infrastructure</b></p> <p>Please clarify any restrictions on fleet types that infrastructure funded under this policy can serve. Please include any necessary cost-effectiveness calculation guidance and default assumptions for alternative fuel infrastructure for electric scooters and motorcycles.</p>	<p>There are currently no restrictions on fleet types that would be served by the charging stations. Staff will work with CPMs to provide additional clarification on cost-effectiveness calculations and default assumptions for alternative fuel infrastructure for electric scooters and motorcycles.</p>
	<p><b>Policy 29b. Pilot Shuttle/Feeder Bus Service Projects</b></p> <p>Please clarify any restrictions on the "forms of shared transportation". Does BAAQMD consider "shared" to encompass both projects based around a vehicle with multiple occupants (e.g. an autonomous shuttle), as well as vehicles/devices that are used by multiple people at different times (e.g. dockless electric scooters)? Would this policy encompass technologies that replace vehicle trips with other service models (e.g. sidewalk delivery robots)?</p>	<p>Historically, “shared transportation” implied shared rides and these projects were <b>intended to reduce single-occupancy vehicle trips</b> by encouraging mode-shift to other forms of public transportation.</p> <p>However, we recognize that with technology changing that new types of project options will emerge, and that opportunities to reduce emissions will evolve over time.</p> <p>Staff will continue to work with the CPMs to evaluate new types of projects and to develop methodologies for evaluating their cost-effectiveness at reducing emissions.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCa County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p><b>Policy 30. Bicycle Projects</b></p> <p>We oppose the proposal to require bicycle projects to have a completed and approved environmental plan. We have consistently opposed the introduction of this requirement since it was originally proposed for the FYE 2016 policies because it is unnecessary and restrictive. CPMs are already required to evaluate project readiness per Policy 6, making the proposed changes to Policy 30 redundant. The added requirement would preclude projects from applying that are otherwise eligible and could be completed within the required time period. From a practical perspective, in San Francisco it would be unusual to devote resources to advance a small bicycle project, of the size likely to be funded with our CPM TFCa funds, through environmental approval without having secured design and construction funding, so this change would reduce the number of small projects likely to be delivered.</p>	<p>As discussed above, staff has removed the proposed requirement from this year’s version and will continue evaluating this issue with the CPMs in order to develop a solution over this next year.</p>
<p><b>Cory Peterson,</b> Solano Transportation Authority</p>	<p><b>Policy 2: TFCa Cost-Effectiveness</b></p> <p>Thank you for extending the CE limit for both EV infrastructure at transit stations/MUDs, as well as Pilot Trip Reduction. This is a welcome change that will help more projects be eligible for funding.</p>	<p>Noted.</p>

Comments Received and Staff’s Responses to the Draft Proposed FYE 2020 TFCA County Program Manager Fund Policies

Committer and Organization	Comments received from County Program Managers (CPMs) between July 27 – September 4, 2018	Air District Staff’s Responses
	<p><b>Policy 29b: Pilot Projects</b>                      Will current trip reduction programs be required to make the program financially self-sustaining moving forward? Looking at Policy 29b, subset iii.</p>	<p>Starting with projects funded under FYE 2020, if the projects are funded under the new category Pilot Trip Reduction (Policy 29.b.), project sponsors will be required to be financially self-sustaining or require minimal public funds. Projects funded prior to FYE 2020 are not subject to these requirements.</p>
	<p><b>Policy 30: Bicycle Projects</b>                      Does requiring environmental clearance for bike projects remove the previous 2 year requirement? Will CPMs be allowed to grant extensions to such projects, provided that they meet the new requirement to have ENV complete?</p>	<p>As discussed above, staff has removed the proposed requirement from this year’s version and will continue evaluating this issue with the CPMs. The restriction in the guidance was included several years ago as a compromise to having the restriction in the policies. Over this next year, staff will be working with the CPMs to explore options for resolving this issue.</p>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

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

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 19, 2018

Re: Electric Vehicle Infrastructure and Fleet Incentive Programs

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**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. This fund, the Transportation Fund for Clean Air (TFCA), supports projects that include ridesharing, clean air vehicles and infrastructure, bicycle infrastructure, and the Spare the Air Program to encourage residents to take action to improve air quality.

Each year, the Air District's Board of Directors (Board) allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA funding. On May 2, 2018, the Board authorized funding allocations for FYE 2019, cost-effectiveness limits for Air District-sponsored FYE 2019 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 June 6, 2018, the Board adopted policies and evaluation criteria for the FYE 2019 TFCA Regional Fund program.

This report provides a summary of two TFCA-sponsored programs, Charge! and Clean Fleets, which are administered by the Technology Implementation Office. The goal of these programs is to reduce air pollution from transportation and also accelerate the adoption of Electric Vehicles (EVs) in the Bay Area by supporting infrastructure and vehicle fleets.

## DISCUSSION

### **Charge! Program:**

Projections of EV charging station in the Bay Area indicate a severe gap in needed EV charging stations to support EV adoption goals. The Air District created the Charge! Program in 2016 to rapidly expand and support the installation of electric vehicle (EV) charging stations in the Bay Area. The most recent round of the Charge! Program was open from July 1, 2017, to March 9, 2018. Over \$6.5 million in TFCA funding was awarded which supported the installation of over 2,000 electric vehicle (EV) charging stations in the Bay Area at locations that include workplaces, destinations such as parks, multi-dwelling units (MDU), transit parking and transportation corridors. The proposed EV charging stations will reduce over 9,400 tons of CO<sub>2</sub> per year.

On May 2, 2018 the Board authorized increased cost-effectiveness limits for EV charging station projects at MDU facilities. Staff have incorporated the new cost-effectiveness funding options for MDU into the Program Guidance and will reopen the FYE 2019 Charge! Program on October 25, 2018. Applicants will be eligible for approximately \$3,000 per Level 2 charger and \$18,000 per DC Fast Charger. Additional plus-up funding options are available for projects that include solar generation, multi-port chargers, DC Fast chargers that are accessible 24/7 and installed along major transportation corridors and for projects located in MDU facilities. Up to \$5 million in TFCA funding is available for FYE 2019.

Staff are conducting targeted outreach activities which include webinars, ride-and-drive events, sponsoring events and working with association groups. When the Clean Cars For All Program is launched in December 2018, outreach will be coordinated between the two programs to support expansion of EV infrastructure and adoption to across the entire Bay Area and all income groups.

### **Clean Fleets Program:**

The Clean Fleets Program opened on August 15, 2018. The Clean Fleets Program provides funding to purchase or lease new light-duty zero-emission vehicles including motorcycles, passenger cars, pick-up trucks, and small vans and shuttles. Eligible vehicles include battery electric vehicles or fuel cell vehicles. Eligible projects must include a minimum of 10 vehicle purchases and are eligible for \$1,000 per vehicle in grant funding. Up to \$5 million in TFCA funding is available for FYE 2019.

Staff will continue to outreach to fleet operators, such as police departments and county/city fleet services. Staff will also continue to meet with transportation network companies (TNC) and affiliated organizations such as ride-hail, car-share and rental car companies to transition these fleets towards zero-emissions, which also allow opportunities for members of the public to see and drive EVs.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Administrative funding for both Charge! and Clean Fleets is included in the Fiscal Year Ending 2019 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Mark Tang  
Reviewed by: Ranyee Chiang

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

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

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 19, 2018

Re: Update on Proposed Safe Affordable Fuel-Efficient Vehicles (SAFE) Rule

**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

The United States Environmental Protection Agency's (EPA) and the National Highway Traffic Safety Administration's (NHTSA) have jointly proposed a new nationwide rule: The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (proposed rule) identified by Docket ID No. EPA-HQ-OAR-2018-0283; NHTSA-2018-0067 (SAFE Rule). This proposed rule seeks to lock in place significantly reduced fuel economy standards, replacing the Obama era 50+ miles per gallon corporate average fuel economy (CAFE) requirements for 2021 through 2026 (which were proposed to be withdrawn by the EPA/NHTSA in August 2018). Additionally, the proposed SAFE rule seeks to withdraw the waiver granted to the State of California to set its own greenhouse gas and zero emissions requirements for vehicles.

**DISCUSSION**

The Bay Area Air Quality Management District (Air District) strongly opposes the promulgation of the proposed rule as it would not only worsen the effects of climate change, it would impede the Air District's progress in addressing air pollutants; endanger public health; and take a significant toll on the San Francisco Bay Area's economy. In addition, the proposed withdrawal of the greenhouse gas and zero emission vehicle requirements adopted by California under the waiver granted to it by the federal government, would be an unprecedented and shortsighted action by the EPA that is not supported by law. It is beyond doubt that California experiences extraordinary impacts from the air pollution and greenhouse gases created by the vehicles covered under the proposed rule and that these impacts would only be exacerbated if the California waiver is withdrawn.

As part of this agenda item, staff will present information to the Committee on the SAFE Rule; its impacts relative to increasing emissions; its impacts on the Air District's current Clean Air Plan; steps taken by staff to date in opposition to the proposed rule and next steps.



BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Laura Cackette and Misha Nishiki  
Reviewed by: Victor Douglas