



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

DAVID CANEPA – CHAIR
MARGARET ABE-KOGA
DAVID HUDSON
LIZ KNISS
KATIE RICE

PAULINE RUSSO CUTTER – VICE CHAIR
SCOTT HAGGERTY
TYRONE JUE
KAREN MITCHOFF
ROD SINKS

WEDNESDAY
DECEMBER 18, 2019
9:30 A.M.

1ST FLOOR YERBA BUENA ROOM #109
375 BEALE STREET
SAN FRANCISCO, CA 94105

AGENDA

1. CALL TO ORDER - ROLL CALL

PLEDGE OF ALLEGIANCE

PUBLIC MEETING PROCEDURE

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

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

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

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 OCTOBER 24, 2019**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of October 24, 2019.

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

K. Schkolnick/5070

kschkolnick@baaqmd.gov

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

5. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM AUDIT #20 RESULTS**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will receive an informational report summarizing the results of the recently completed audit of TFCA programs and projects.

6. **REPORT ON TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROJECT EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING (FYE) 2019**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will receive an informational report summarizing the findings of the FYE 2019 Report of Expenditures and Effectiveness of TFCA Regional Fund and Air District sponsored projects.

7. **POLICY TO PROHIBIT USE OF AIR DISTRICT FUNDS ON VEHICLES MANUFACTURED BY COMPANIES THAT OPPOSE CALIFORNIA'S REGULATION OF LIGHT-DUTY VEHICLE EMISSIONS** K. Schkolnick/5070
kschkolnick@baaqmd.gov

The Committee will consider recommending the Board of Directors authorize staff to develop policies that would prohibit Air District incentive and general funds from being used for the purchase of light duty vehicles manufactured by companies that oppose the State of California's right to regulate light-duty vehicle emissions.

8. **EXPANSION OF EXISTING CENTER FOR SUSTAINABLE ENERGY (CSE) CONTRACT** D. Tang/8726
dtang@baaqmd.gov

The Committee will consider recommending the Board of Directors authorize the Executive Officer/APCO to increase an existing contract with the Center for Sustainable Energy (CSE) in an amount not to exceed \$3,000 for Electric Vehicle (EV) market research services.

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

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

10. **COMMITTEE MEMBER COMMENTS**

Any member of the Committee, 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)

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

Thursday, February 27, 2020, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

12. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Chair.

CONTACT:

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

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- To submit written comments on an agenda item in advance of the meeting. Please note that all correspondence must be addressed to the “Members of the Mobile Source Committee” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Committee meeting. Any correspondence received after that time will be presented to the Committee at the following meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the District’s offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

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

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

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

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

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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 BEALE STREET, SAN FRANCISCO, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:

MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

DECEMBER 2019

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Stationary Source Committee	Monday	16	9:30 a.m.	1 st Floor Board Room
Board of Directors Executive Committee - CANCELLED	Wednesday	18	9:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee	Wednesday	18	9:30 a.m.	1 st Floor Yerba Buena Room
Board of Directors Budget & Finance Committee - CANCELLED	Wednesday	25	9:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee – CANCELLED AND RESCHEDULED TO WEDNESDAY, DECEMBER 18, 2019	Thursday	26	9:30 a.m.	1 st Floor Board Room

JANUARY 2020

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Regular Meeting - CANCELLED	Wednesday	1	9:30 a.m.	1 st Floor Board Room
Board of Directors Special Meeting/Retreat -CANCELLED AND RESCHEDULED TO WEDNESDAY, JANUARY 29, 2019	Wednesday	15	10:00 a.m.	Residence Inn by Marriott San Jose/Cupertino 19429 Stevens Creek Blvd., Montebello Room Cupertino, CA 95014
Board of Directors Climate Protection Committee - CANCELLED	Thursday	16	9:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee - CANCELLED	Monday	20	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee - CANCELLED	Wednesday	22	9:30 a.m.	1 st Floor Board Room

JANUARY 2020

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Legislative Committee - CANCELLED	Wednesday	22	10:30 a.m.	1 st Floor Board Room
Board of Directors Mobile Source Committee - CANCELLED	Thursday	23	9:30 a.m.	1 st Floor Yerba Buena Room
Board of Directors Special Meeting/Retreat	Wednesday	29	10:00 a.m.	Residence Inn by Marriott San Jose/Cupertino 19429 Stevens Creek Blvd., Montebello Room Cupertino, CA 95014

ADG – 12/10/2019 – 8:45 AM

G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

Re: Approval of the Minutes of October 24, 2019

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) meeting of October 24, 2019.

DISCUSSION

Attached for your review and approval are the draft minutes of the Committee meeting of October 24, 2019.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 3A: Draft Minutes of the Committee Meeting of October 24, 2019

AGENDA: 3A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of October 24, 2019

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, October 24, 2019

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chairperson, David Canepa, called the meeting to order at 9:36 a.m.

Present: Chairperson David Canepa; Vice Chair Pauline Russo Cutter; and Directors Scott Haggerty, Tyrone Jue, Karen Mitchoff, Katie Rice, and Rod Sinks.

Absent: Directors Margaret Abe-Koga, David Hudson, Doug Kim, and Liz Kniss.

Also Present: None.

2. PUBLIC COMMENT ON NON-AGENDA ITEMS, PURSUANT TO GOVERNMENT CODE SECTION 54954.3

No requests received.

3. APPROVAL OF THE MINUTES OF SEPTEMBER 26, 2019

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Rice made a motion, seconded by Director Mitchoff, to **approve** the Minutes of September 2, 2019; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Mitchoff, Rice, Sinks.
NOES: None.
ABSTAIN: Jue.
ABSENT: Abe-Koga, Haggerty, Hudson, Kim, Kniss.

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

Karen Schkolnick, Strategic Incentives Division Director, introduced Hannah Cha, Staff Specialist, who gave the staff presentation *Projects and Contracts with Proposed Grant Awards Over \$100,000*, including: overview; Carl Moyer Program (CMP) and Mobile Source Incentive Fund (MSIF); Community Health Protection Grant Program (CHP); CMP, MSIF, CHP project recommendations over \$100,000; Transportation Fund for Clean Air (TFCA) recommendations over \$100,000; status of incentive funding awarded since July 2019 by funding source, project category, and county; status of solicitations; and recommended actions.

NOTED PRESENT: Director Haggerty was noted present at 9:39 a.m.

Public Comments

Public comments were given by Mariana Parreiras, Bay Area Rapid Transit; and Dan Provence, Caltrain.

Committee Comments

The Committee and staff discussed the request for more context regarding the penetration rate of Air District grant and incentive programs and engine repower/electric conversions for existing fleet vehicles in the Bay Area.

Committee Action

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

AYES: Canepa, Cutter, Haggerty, Jue, Mitchoff, Rice, Sinks.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Hudson, Kim, Kniss.

5. PROPOSED UPDATES TO THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND POLICIES FOR FISCAL YEAR ENDING (FYE) 2021

Ms. Schkolnick introduced Betty Kwan, Staff Specialist, who gave the staff presentation *Proposed Updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2021*, including: overview; TFCA; process; summary of proposed updates for FYE 2021; next steps for future cycles; and recommended action.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the proposed updates to Policies #22 and 24, regarding the adjustment of gross vehicle weight rating limits, and whether other air districts in California are considering this as well; the concern of allocating ongoing funding for pilot trip reduction projects prior to confirming the success rate of those projects; the anticipated shift of eligible project categories to medium- and heavy-duty vehicles as state requirements for light-duty electrification are implemented; the Board’s Legislative Committee’s work regarding legislation on electric vehicle (EV) charging stations; a recent ordinance of the Marin County Board of Supervisors that amended portions of Title 19, increasing the capacity for EV charging infrastructure at both residential and non-residential buildings; and the need for continued improvements to bicycle parking infrastructure.

Committee Action

Vice Chair Cutter made a motion, seconded by Director Sinks, to recommend that the Board **approve** the proposed updates to the TFCA County Program Manager Fund Policies for FYE 2021; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Haggerty, Jue, Mitchoff, Rice, Sinks.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Hudson, Kim, Kniss.

6. DIESEL FREE BY ‘33: UPDATE ON ZERO-EMISSION MEDIUM- AND HEAVY-DUTY MOBILE SOURCE TECHNOLOGIES

Ms. Schkolnick introduced Staff Specialists, Amy Dao and Sean Newlin, who gave the staff presentation *Diesel Free by ‘33: Update on Zero-Emission Medium- and Heavy-Duty Mobile Source Technologies*, including: overview; Bay Area emissions of ozone precursors and Particulate Matter (PM)_{2.5}; pathway to Diesel Free by ‘33; readiness of zero-emission technologies; on-road: trucks and buses; off-road: airport ground support equipment, cargo handling equipment, construction equipment, marine vessels, and locomotives; and next steps.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the difference in cost between locomotive switcher technology and catenary overhead loading systems; Air District-awarded marine diesel engine replacement projects; reasons why jurisdictions may not have adopted the Air District’s “Diesel Free by ‘33” campaign; whether the Air District will conduct financial analyses of new mobile source technologies and share its findings with the Committee; and whether the locomotive demonstration projects at the San Pedro Ports and in San Joaquin County can be replicated at the Port of Oakland.

Committee Action

None; receive and file.

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

8. COMMITTEE MEMBER COMMENTS

Chair Canepa expressed his concern about the destruction and health impacts from the Kincade Fire in Sonoma County that began on October 23, 2019 and acknowledged the Air District’s social media platforms as helpful tools.

Director Mitchoff thanked Air District staff for their action in response to the NuStar Energy fire in Crockett on October 15, 2019, as well for the Air District’s involvement in the ongoing investigation of the incident.

9. TIME AND PLACE OF NEXT MEETING

Wednesday, December 18, 2019, 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 10:44 a.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

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

RECOMMENDED ACTIONS

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 ending (FYE) 1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, and stationary agricultural pump engines.

Assembly Bill (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. On February 6, 2019, the Board of Directors (Board) authorized Air District participation in Year 21 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 2017, AB 617 directed 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 \$50 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 within the Bay Area. Senate Bill (SB) 856 (2018) continued support for these project types and appropriated \$245 million from the GGRF statewide, of which \$40 million was awarded to the Air District for Bay Area emission reduction projects. These funds will be used to implement projects under the Community Health Protection grant program, CMP, and optionally on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. On April 3, 2019, the Board authorized the Air District to accept, obligate, and expend SB 856 grant funding.

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 Regional Fund monies. The remaining forty percent of TFCA funds are pass-through funds to the designated County Program Manager (CPM) in each of the nine counties within the Air District's jurisdiction.

On April 3, 2019, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in Fiscal Year Ending (FYE) 2020, cost-effectiveness limits for Air District-sponsored FYE 2020 programs, and 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 5, 2019, the Board adopted policies and evaluation criteria for the FYE 2020 TFCA Regional Fund program.

The Bay Area Clean Air Foundation (Foundation) is a nonprofit support organization for the Air District. As part of its operation, the Foundation applies for and accepts grant funding from various sources to reduce and offset air emissions within the Air District's boundaries. Under the terms of an executed contract between the Air District and Foundation, Air District staff administer grant programs and revenues awarded to the Foundation. On December 5, 2017, the Foundation entered into a contract with the Reformulated Gas Settlement Fund (RFG) administrators to receive approximately \$1.3 million in funding for a program to accelerate the adoption of zero- and near-zero-emission equipment and vehicles operating in and around the West Oakland community.

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 CARB, the Board and other funding agencies.

DISCUSSION

Carl Moyer Program and Community Health Protection Grant Program:

For the CMP Year 21 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 21 funding cycle on June 17, 2019 and applications are accepted and evaluated on a first-come, first-served basis.

As of November 21, 2019, the Air District had received 99 project applications. Of the applications that have been evaluated between October 3, 2019 and November 21, 2019, one eligible project has a proposed grant award over \$100,000. This project will replace two (2) pieces of off-road agricultural equipment and will reduce over 0.84 tons of NO_x, ROG and PM per year. Staff recommends the allocation of \$118,940 for this project from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on this project.

Attachment 2 lists all of the eligible projects that have been received by the Air District as of November 21, 2019, including information about the equipment category, award amounts, estimated emissions reductions, and county location. Approximately 81% 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 \$292 million awarded to 1,249 projects).

Transportation Fund for Clean Air Program:

In FYE 2020, the Air District had approximately \$32 million in TFCA monies for eligible projects and programs. The Air District opened the FYE 2020 Vehicle Trip Reduction Program and started accepting applications on August 9, 2019. As of November 21, 2019, the Air District had received 18 project applications to the Vehicle Trip Reduction Program. Staff also continued to evaluate project applications received through the FYE 2019 *Charge!* program.

Of the applications that were evaluated between October 3, 2019 and November 21, 2019, staff is proposing grant awards of over \$100,000 for five eligible TFCA projects. These projects will:

- Install and operate 18 single-port and 54 dual-port Level 2 charging stations;
- Support a rideshare project;
- Install 1.84 miles of class IV protected bikeways; and
- Install 44 electronic bicycle lockers.

Staff recommends the allocation of \$1,004,900 that, in total, is estimated to reduce over 1.17 tons of NOx, ROG and PM per year. Attachment 1, Table 2, provides additional information.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2019 and November 21, 2019, 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.

Reformulated Gas Settlement Fund Program:

Under contract to the Foundation, the Air District has been administering the West Oakland Zero-Emission Grant Program, that had approximately \$1.17 million in RFG funding for eligible projects to reduce petroleum usage and air pollution in West Oakland and nearby communities surrounding the Port of Oakland.

Of the applications that were evaluated between October 3, 2019 and November 21, 2019, none of the eligible projects proposed an individual grant award over \$100,000. However, two eligible RFG projects were awarded less than \$100,000 during this evaluation period and these projects are listed in Attachment 3, Table 2. This table also lists all other eligible RFG projects that were evaluated and awarded as of November 21, 2019, including information about the equipment category, award amounts, estimated emissions reductions, and location.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes CMP, MSIF, Community Health Protection Grant Program, TFCA, and RFG funding to project sponsors 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, Hannah Cha, Sean Newlin, and Mark Tang
Reviewed by: Karen Schkolnick, Chengfeng Wang, and Ken Mak

- Attachment 1: Projects with grant awards greater than \$100,000
- Attachment 2: CMP/MSIF, FARMER and Community Health Protection Grant Program approved projects
- Attachment 3: TFCA and RFG approved and eligible projects
- Attachment 4: Summary of funding awarded between 7/1/19 and 11/21/19

AGENDA 4 - ATTACHMENT 1

Table 1 - Carl Moyer Program/ Mobile Source Incentive Fund, FARMER, and Community Health Protection Grant Program projects with grant awards greater than \$100k (Evaluated between 10/3/19 and 11/21/19)

Project #	Applicant name	Equipment Category	Project Description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
21MOY88	Ghiggeri and Stonebarger, LLC	Ag/ off-road	Replacement of 2 pieces of diesel off-road agricultural equipment	\$ 118,940	\$ 148,682	0.708	0.086	0.056	Contra Costa
1 Project				\$ 118,940	\$ 148,682	0.708	0.086	0.056	

Table 2 - Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 10/3/19 and 11/21/19)

Project #	Applicant name	Project Category	Project Description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NO _x	ROG	PM	
19EV019	San Rafael City Schools	LD Infrastructure	Install and operate 18 single-port and 54 dual-port Level 2 (high) charging stations at 8 workplace facilities in San Rafael	\$ 270,000	\$ 369,514	0.124	0.185	0.004	Marin
20R15	City of San Leandro	Bicycle Facilities	Install 0.26 miles of Class IV bikeway in San Leandro	\$ 220,000	\$ 860,558	0.008	0.009	0.024	Alameda
20R11	Town of Los Gatos	Bicycle Facilities	Install 1.58 miles of Class IV bikeway in Los Gatos	\$ 293,900	\$ 982,455	0.010	0.015	0.029	Santa Clara
20R23	San Francisco Bay Area Rapid Transit District	Bicycle Facilities	Install and maintain 44 electronic bicycle lockers at the El Cerrito and San Leandro BART Stations	\$ 110,000	\$ 167,301	0.015	0.018	0.044	Multi-County
20R18	Associated Students, San Jose State University	Trip Reduction	SJSU Ridesharing & Trip Reduction	\$ 111,000	\$ 187,986	0.154	0.162	0.372	Multi-County
5 Projects				\$ 1,004,900	\$ 2,567,814	0.311	0.389	0.473	

AGENDA 4 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program approved projects
(between 7/3/19 and 11/21/19)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
20MOY230	Ag/ off-road	Equipment replacement	1	\$ 16,965.00	Cornerstone Certified Vineyard	0.024	0.019	0.006	APCO	Sonoma
20MOY235	Ag/ off-road	Equipment replacement	1	\$ 46,690.00	Goldridge Pinot, LLC dba Emeritus Vineyards	0.170	0.026	0.019	APCO	Sonoma
20MOY241	Ag/ off-road	Equipment replacement	3	\$ 129,500.00	Linda Pierce Wedemeyer Exemption Trust	0.217	0.039	0.021	10/2/2019	Solano
21MOY9	On-road	Equipment replacement	1	\$ 60,000.00	Prime Tank Lines, LLC	0.802	0.060	0.005	APCO	Contra Costa
20MOY248	On-road	Equipment replacement	1	\$ 40,000.00	Amritpal Tindh (Truck owner/operator)	0.604	0.052	0.000	APCO	Alameda
21MOY1	On-road	Equipment replacement	1	\$ 40,000.00	Freight 99 Express, Inc. (Truck owner/operator)	0.280	0.024	0.000	APCO	Alameda
20MOY86	On-road	Equipment replacement	1	\$ 25,000.00	Sears Keith (Truck owner/ operator)	0.195	0.016	0.000	APCO	Sacramento
20MOY150	On-road	Equipment replacement	1	\$ 40,000.00	Sukhjeet Singh Cheema (Truck owner/ operator)	0.667	0.057	0.000	APCO	San Joaquin
21SBP2	School bus	Equipment replacement	1	\$ 178,500.00	Campbell Union School District	0.064	0.005	0.000	10/2/2019	Santa Clara
20MOY227	On-road	Equipment replacement	1	\$ 30,000.00	JSK Trucking (Truck owner/ operator)	0.193	0.016	0.000	APCO	San Joaquin
20MOY239a	On-road	Equipment replacement	1	\$ 30,000.00	DNA Trucking, Inc.	0.252	0.021	0.000	APCO	Solano
20MOY239b	On-road	Equipment replacement	1	\$ 20,000.00	DNA Trucking, Inc.	0.203	0.017	0.000	APCO	Solano
20MOY245a	On-road	Equipment replacement	1	\$ 60,000.00	Jorge Quintero DBA QDS Transportation	1.271	0.097	0.008	APCO	Alameda
20MOY245b	On-road	Equipment replacement	1	\$ 60,000.00	QDS Transportation	0.817	0.061	0.005	APCO	Alameda
20MOY245c	On-road	Equipment replacement	1	\$ 60,000.00	Ignacio Quintero (Truck owner/ operator)	0.900	0.068	0.005	APCO	Alameda
20MOY82	On-road	Equipment replacement	1	\$ 35,000.00	Surinder Atwal (Truck owner/ operator)	0.258	0.022	0.000	APCO	Sacramento

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		
20MOY232	On-road	Equipment replacement	1	\$ 40,000.00	Mahmoud Rastegar DBA: Prosper Dedicates Lines	0.452	0.039	0.000	APCO	Placer
20MOY218	On-road	Infrastructure	1	\$ 13,717.00	Penske Truck Leasing Co., L.P.	0.000	0.000	0.000	APCO	Alameda/ San Francisco
21MOY28	Ag/ off-road	Equipment replacement	1	\$ 63,850.00	Bains Farms, LLC.	0.082	0.014	0.010	APCO	Solano
21MOY17	Ag/ off-road	Equipment replacement	1	\$ 43,350.00	Sweet Lane Nursery and Vineyards, Inc.	0.041	0.009	0.008	APCO	Sonoma
21MOY23	Ag/ off-road	Equipment replacement	2	\$ 86,100.00	Trefethen Farming, LLC.	0.178	0.043	0.034	APCO	Napa
20MOY250	Marine	Engine replacement	4	\$ 1,288,000.00	Amnav Maritime Corporation (Vessel: Patricia Ann)	8.609	0.270	0.476	10/2/2019	Alameda
21MOY31	Ag/ off-road	Equipment replacement	1	\$ 185,400.00	Gerald & Kristy Spaletta (Dairy)	0.566	0.074	0.052	10/2/2019	Sonoma
21MOY25	On-road	Equipment replacement	1	\$ 49,500.00	J and A Trucking, Inc.	1.350	0.202	0.010	APCO	Alameda
21MOY21	Ag/ off-road	Equipment replacement	4	\$ 249,600.00	Renteria Vineyard Management, LLC.	0.790	0.121	0.089	10/2/2019	Napa
21MOY41	Ag/ off-road	Equipment replacement	2	\$ 81,750.00	Geoffrey Allen (Nursery)	0.105	0.030	0.012	APCO	San Mateo
21MOY30	Ag/ off-road	Equipment replacement	2	\$ 67,100.00	Jaswant S. Bains (Farmer)	0.289	0.044	0.025	APCO	Solano
21MOY33	Off-road	Equipment replacement	2	\$ 355,500.00	S.E.G Trucking	1.044	0.074	0.052	10/2/2019	Contra Costa
21MO12	On-road	Equipment replacement	1	\$ 30,000.00	Oscar Transport/ Oscar Rivera (Truck owner/ operator)	0.401	0.034	0.000	APCO	Alameda
21MOY34	Ag/ off-road	Equipment replacement	2	\$ 456,200.00	Custom Tractor Service	2.260	0.211	0.115	10/2/2019	Sonoma
21MOY14	Ag/ off-road	Equipment replacement	5	\$ 198,850.00	Bayview Vineyards Corp.	0.826	0.164	0.090	10/2/2019	Napa
21MOY47	Ag/ off-road	Equipment replacement	1	\$ 151,000.00	DeBernardi Dairy, Inc.	0.438	0.040	0.022	10/2/2019	Sonoma
21MOY51	Marine	Engine replacement	4	\$ 2,916,000.00	Crowley Marine Services	43.259	4.409	1.420	10/2/2019	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		
21MOY36	Off-road	Equipment replacement	1	\$ 74,000.00	John Benward Co.	0.564	0.028	0.021	APCO	Sonoma
20MOY217	Off-road	Portable equipment replacement	1	\$ 863,500.00	Oakland Pallet Co., Inc.	2.577	0.215	0.076	10/2/2019	Alameda
20SBP246	School bus	Equipment replacement	2	\$ 179,020.00	Newark Unified School District	0.037	0.002	0.000	10/2/2019	Alameda
21MOY46	Off-road	Equipment replacement	6	\$ 772,500.00	Bigge Crane and Rigging Company	4.210	0.435	0.254	10/2/2019	Alameda
21MOY37	On-road	Equipment replacement	1	\$ 30,000.00	Joginder Singh (Truck owner/ operator)	0.392	0.033	0.000	APCO	Alameda
21MOY19	Ag/ off-road	Equipment replacement	3	\$ 127,400.00	Nissen Vineyard Services, Inc.	0.487	0.088	0.066	11/20/2019	Napa
21MOY56	Ag/ off-road	Equipment replacement	1	\$ 21,550.00	Groth Vineyards and Winery, LLC	0.047	0.038	0.010	APCO	Napa
21MOY54	Ag/ off-road	Equipment replacement	1	\$ 31,100.00	Siebert Vineyards	0.079	0.012	0.007	APCO	Sonoma
21MOY53	Ag/ off-road	Equipment replacement	1	\$ 63,150.00	St. Supery, Inc.	0.159	0.025	0.019	APCO	Napa
21MOY59	Off-road	Equipment replacement	1	\$ 167,500.00	Concrush, Inc.	0.696	0.065	0.037	11/20/2019	Solano
21MOY64	Ag/ off-road	Equipment replacement	1	\$ 170,250.00	Achadinha Cheese, Inc.	1.546	0.171	0.097	11/20/2019	Sonoma
21MOY50	On-road	Equipment replacement	1	\$ 35,000.00	Bal transport, Inc.	0.464	0.033	0.000	APCO	Alameda
21MOY73	Ag/ off-road	Equipment replacement	2	\$ 153,695.00	Robert Giacomini Dairy, Inc	0.276	0.040	0.023	11/20/2019	Marin
21MOY60	Marine	Engine replacement	2	\$ 276,000.00	Bass Tub Fishing	0.489	0.000	0.026	11/20/2019	Contra Costa
21MOY71	Marine	Engine replacement	2	\$ 3,814,000.00	Foss Maritime	15.352	1.518	0.504	11/20/2019	Contra Costa
21SBP77	School bus	Equipment replacement	16	\$ 3,478,697.00	Mt. Diablo Unified School District	1.040	0.075	0.005	11/20/2019	Contra Costa
20MOY103	Marine	Engine replacement	2	\$ 130,000.00	Westar Marine Services	0.221	-0.007	0.014	11/20/2019	San Francisco

AGENDA 4 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
21MOY61	Off-road	Equipment replacement	6	\$ 811,875.00	Amazon Recycling and Disposal, Inc.	3.679	0.584	0.369	11/20/2019	Alameda
20SBP23	School bus	Equipment replacement	2	\$ 373,861.00	Sonoma Valley Unified School District - Increase of ~\$12k from 3/6/19 approval.	0.131	0.009	0.001	11/20/2019	Sonoma
21MOY65	Ag/ off-road	Equipment replacement	2	\$ 140,440.00	Simoni & Massoni Farms, LLC	0.695	0.103	0.064	11/20/2019	Contra Costa
21MOY43	On-road	Equipment replacement	1	\$ 15,000.00	Narwal Trucking, Inc.	0.130	0.011	0.000	APCO	Sacramento
21MOY66	On-road	Equipment replacement	1	\$ 15,000.00	Kapil Kumar (Truck owner/ operator)	0.136	0.011	0.000	APCO	Sacramento
21MOY69	Ag/ off-road	Equipment replacement	1	\$ 51,580.00	Anselmo Farms, LLC.	0.121	0.024	0.014	APCO	Solano
21MOY67	On-road	Equipment replacement	1	\$ 40,000.00	Gurchetan Johal (Truck owner/ operator)	0.294	0.025	0.000	APCO	Sacramento
21MOY85	On-road	Equipment replacement	1	\$ 10,000.00	W&D Wholesale Foods, INC.	0.271	0.032	0.014	APCO	San Francisco
21MOY48a	On-road	Equipment replacement	1	\$ 40,000.00	Gonzalez Pallets, Inc.	0.827	0.072	0.006	APCO	Santa Clara
21MOY48b	On-road	Equipment replacement	1	\$ 40,000.00	Gonzalez Pallets, Inc.	0.874	0.076	0.006	APCO	Santa Clara
21MOY48c	On-road	Equipment replacement	1	\$ 40,000.00	Gonzalez Pallets, Inc.	0.666	0.057	0.005	APCO	Santa Clara
21MOY48d	On-road	Equipment replacement	1	\$ 40,000.00	Gonzalez Pallets, Inc.	0.763	0.066	0.005	APCO	Santa Clara
21MOY83	On-road	Equipment replacement	1	\$ 45,000.00	DJ Trucking Enterprise, Inc.	0.366	0.048	0.002	APCO	Monterey
21MOY82	Ag/ off-road	Equipment replacement	1	\$ 58,600.00	Andrews Vineyards	0.118	0.025	0.018	APCO	Solano
21SBP32	School bus	CNG Tank replacement	2	\$ 40,000.00	Newark Unified School District	0.000	0.000	0.000	APCO	Alameda
21MOY87	On-road	Equipment replacement	1	\$ 40,000.00	Gurjit S. Mann (Truck owner/ operator)	0.654	0.057	0.000	APCO	Alameda
21MOY8	Ag/ off-road	Equipment replacement	1	\$ 57,300.00	Garry Mahrt (Dairy and sheep farm)	0.093	0.009	0.005	APCO	Sonoma
21MOY27	Ag/ off-road	Equipment replacement	1	\$ 60,350.00	Four Seasons Vineyard Management	0.130	0.007	0.007	APCO	Sonoma

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		
21MOY72	Ag/ off-road	Equipment replacement	2	\$ 93,380.00	Napa Second Generation, Inc. (Vineyard management)	0.423	0.053	0.042	APCO	Sonoma
21MOY88	Ag/ off-road	Equipment replacement	1	\$ 118,940.00	Ghiggeri and Stonebarger, LLC	0.708	0.086	0.056	TBD	Contra Costa
70 Projects			126	\$ 19,666,260.00		107.322	10.505	4.257		

AGENDA 4 - ATTACHMENT 3

Table 1 - Summary of all TFCA approved and eligible projects (evaluated between 7/1/19 and 11/21/19)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board/APCO Approval Date	CARE Area	County
					NO _x	ROG	PM			
19EV006	LD Infrastructure	Install and operate 20 DC Fast charging stations at 7 Transportation Corridor facilities in San Francisco, Novato, Emeryville and Santa Clara	\$500,000	EVgo Services, LLC	0.268	0.103	0.021	7/3/19	Yes	Multi-County
19EV016	LD Infrastructure	Install and operate 7 dual-port level 2 (low) charging stations at a workplace facility in Napa	\$17,500	County of Napa	0.008	0.012	0.000	10/2/19	No	Napa
19EV017	LD Infrastructure	Install and operate 2 single-port Level 2 (high) charging stations with a 17.28 kW solar array at a Destination facility in Richmond	\$12,000	AHAH LLC	0.003	0.004	0.000	7/2/19	Yes	Contra Costa
19EV019	LD Infrastructure	Install and operate 18 single-port and 54 dual-port Level 2 (high) charging stations at 8 workplace facilities in San Rafael	\$270,000	San Rafael City Schools	0.124	0.185	0.004	Pending	Yes	Marin
19EV020	LD Infrastructure	Install and operate 16 single-port level 2 (high) charging stations at a multi-dwelling unit facility in San Francisco	\$37,648	One Rincon Hill Association	0.015	0.022	0.000	10/30/19	Yes	San Francisco
19EV021	LD Infrastructure	Install and operate 14 single port level 2 (high) and 1 single port level 2 (low) charging stations at 4 workplace, 2 multi-dwelling unit and 1 transit parking facilities in Richmond	\$55,500	City of Richmond	0.020	0.030	0.001	11/15/19	Yes	Contra Costa
19EV022	LD Infrastructure	Install and operate 2 single port Level 2 (high) charging stations at 1 multi-dwelling unit facility in Palo Alto	\$14,000	W-K Arastradero, LLC	0.003	0.004	0.000	8/28/19	No	Santa Clara
19EV023	LD Infrastructure	Install and operate 3 dual-port Level 2 (high) charging stations at a multi-dwelling unit facility in San Mateo	\$24,000	Mode Residences, LLC	0.006	0.008	0.000	7/31/19	No	San Mateo
19EV025	LD Infrastructure	Install and operate 2 dual-port level 2 (high) charging stations at a multi-dwelling unit facility in Campbell	\$16,000	Revere Residences, LLC	0.004	0.006	0.000	9/3/19	Yes	Santa Clara
19EV033	LD Infrastructure	Install and operate 5 dual-port level 2 (high) charging stations at a workplace facility in Napa	\$20,000	City of Napa	0.009	0.014	0.003	8/14/19	No	Napa
19EV034	LD Infrastructure	Install and operate 2 single-port Level 2 (high) and 24 dual-port Level 2 (high) charging stations at 1 workplace facility in Milpitas	\$78,000	View, Inc.	0.036	0.053	0.001	8/20/19	No	Santa Clara
19EV035	LD Infrastructure	Install and operate 3 single port level 2 (high) charging stations at 1 multi-dwelling unit facility in Hayward	\$10,313	Edward D. Kellar dba Windsor Arms	0.006	0.009	0.000	10/30/19	Yes	Alameda
19EV038	LD Infrastructure	Install and operate 4 dual port and 3 single port level 2 (high) charging stations at 1 destination facility in Santa Clara	\$25,000	City of Santa Clara	0.012	0.017	0.000	10/9/19	Yes	Santa Clara
19EV042	LD Infrastructure	Install and operate 12 dual port level 2 (high) charging stations at 6 workplace and 1 multi dwelling unit facilities in Corte Madera, Sunnyvale, Fairfield, Pleasanton and San Ramon	\$57,000	Cool Earth Solar Development	0.022	0.033	0.001	10/22/19	Yes	Multi-County
19EV046	LD Infrastructure	Install and operate 18 single-port level 2 (high) charging stations at 2 destination facilities in San Francisco	\$36,594	Imperial Parking (U.S.), LLC dba Impark	0.019	0.028	0.001	10/29/19	Yes	San Francisco
19EV048	LD Infrastructure	Install and operate 7 dual-port level 2 (high) and 2 DC fast charging stations at a workplace facility in Santa Clara	\$64,000	Roche Molecular Systems, Inc.	0.030	0.044	0.001	9/30/19	Yes	Santa Clara
19EV050	LD Infrastructure	Install and operate 5 dual-port Level 2 (high) charging stations at 4 multi-dwelling unit facilities in Rhonert Park and Santa Rosa	\$40,000	Warm Springs Realty Holdings, LLC	0.009	0.014	0.003	9/6/19	No	Sonoma
19EV056	LD Infrastructure	Install and operate 4 single-port level 2 (high) charging stations at 1 multi-dwelling facility in Oakland	\$10,000	Uptown Place Homeowner's Association	0.002	0.003	0.000	9/24/19	Yes	Alameda
19EV057	LD Infrastructure	Install and operate 8 single-port and 28 dual-port level 2 (high) charging stations at 3 workplace facilities in Atherton and Redwood City	\$99,000	Redwood City School District	0.046	0.068	0.001	9/3/19	No	San Mateo
19EV063	LD Infrastructure	Install and operate 8 dual-port level 2 (high) charging stations at 2 workplace facilities in Milpitas	\$32,000	City of Milpitas	0.015	0.022	0.004	9/10/19	No	Santa Clara
19EV064	LD Infrastructure	Install and operate 10 single-port level 2 (high) charging stations at 5 workplace facilities in Pleasanton, Walnut Creek, San Jose and Fremont	\$30,000	JKL Corporation	0.014	0.020	0.000	10/18/19	Yes	Multi-County
19EV065	LD Infrastructure	Install and operate 606 single-port Level 2 (high) and 6 DC Fast charging stations at 18 multi-dwelling unit and workplace facilities in San Francisco, San Jose, Walnut Creek, Palo Alto, Sunnyvale, Belmont, Oakland and Livermore	\$2,500,000	PowerFlex Systems, LLC	0.881	1.309	0.026	10/2/19	Yes	Multi-County
19EV068	LD Infrastructure	Install and operate 3 dual-port level 2 (high) charging stations at 1 workplace facility in Burlingame	\$12,000	Aperia Technologies, Inc.	0.006	0.008	0.000	10/29/19	No	San Mateo
19EV070	LD Infrastructure	Install and operate 4 single port level 2 (high) charging stations at a destination facility in San Francisco	\$12,000	Hornblower Cruises and Events	0.006	0.008	0.000	11/3/19	Yes	San Francisco
19EV072	LD Infrastructure	Install and operate 4 single port Level 2 (high) charging stations with a 16.7 kW solar array at a workplace facility in Sonoma	\$16,000	Sweazey Property Investments, LLC	0.006	0.008	0.000	10/18/19	No	Sonoma
19EV076	LD Infrastructure	Install and operate 15 single-port Level 2 (high) and 1 DC Fast charging stations at 1 multi-dwelling unit facility in Milpitas	\$123,000	Milpitas - District 1 Associates, LLC	0.029	0.043	0.001	11/19/19	No	Santa Clara
19EV077	LD Infrastructure	Install and operate 40 DC Fast charging stations at 8 Transportation Corridor facilities in San Ramon, San Mateo, Newark, San Francisco, Millbrae, Cupertino, Castro Valley and Emeryville	\$1,000,000	EVgo Services, LLC	0.336	0.499	0.010	10/2/19	Yes	Multi-County

AGENDA 4 - ATTACHMENT 3

Table 1 - Summary of all TFCA approved and eligible projects (evaluated between 7/1/19 and 11/21/19)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board/APCO Approval Date	CARE Area	County
					NO _x	ROG	PM			
20R26	On-road Trucks & Buses	Purchase and operate one battery-electric shuttle	\$13,500	California State University - Maritime Academy	0.005	0.003	0.001	10/2/19	Yes	Solano
20R02	LD Vehicles	Vehicle Buy Back Program	\$150,000	BAAQMD	N/A	N/A	N/A	NA	No	Regional
20R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$80,230	BAAQMD	N/A	N/A	N/A	NA	No	Regional
20R03	Trip Reduction	Spare The Air/Intermittent Control Programs	\$2,185,138	BAAQMD	N/A	N/A	N/A	NA	No	Regional
20R06	Trip Reduction	PresidioGo Downtown Shuttle	\$120,000	Presidio Trust	0.129	0.206	0.429	11/20/2019	Yes	San Francisco
20R08	Trip Reduction	Pleasanton Connector Shuttles	\$80,000	San Joaquin Regional Rail Commission	0.202	0.285	0.772	11/20/2019	Yes	Alameda
20R10	Trip Reduction	Caltrain Shuttle Program	\$485,000	Peninsula Corridor Joint Powers Board	1.893	2.280	5.292	11/20/2019	No	Multi-County
20R13	Trip Reduction	Cupertino On-Demand Shuttle Pilot Program	\$423,000	Santa Clara Valley Transportation Authority (VTA)	0.122	0.134	0.308	11/20/2019	No	Santa Clara
20R18	Trip Reduction	SJSU Ridesharing & Trip Reduction	\$111,000	Associated Students, San Jose State University	0.154	0.162	0.372	Pending	Yes	Multi-County
20R09	Bicycle Facilities	Install 0.2 miles of Class I bikeway in San Ramon	\$390,000	City of San Ramon	0.012	0.018	0.041	11/20/2019	Yes	Contra Costa
20R17	Bicycle Facilities	Install and maintain 80 electronic bicycle lockers in Belmont, Redwood City, Mountain View, Lawrence, and San Jose	\$200,000	Peninsula Corridor Joint Powers Board	0.043	0.048	0.130	11/20/2019	Yes	Multi-County
20R19	Bicycle Facilities	Construct and maintain a bike station with 270 new secure bike parking spaces in Oakland	\$675,000	San Francisco Bay Area Rapid Transit District	0.072	0.095	0.237	11/20/2019	Yes	Alameda
20R12	Bicycle Facilities	Install and maintain 20 electronic bicycle lockers at San Francisco General Hospital	\$34,000	San Francisco Department of Public Health	0.004	0.005	0.009	11/21/2019	Yes	San Francisco
20R15	Bicycle Facilities	Install 0.26 miles of Class IV bikeway in San Leandro	\$220,000	City of San Leandro	0.008	0.009	0.024	Pending	Yes	Alameda
20R11	Bicycle Facilities	Install 1.58 miles of Class IV bikeway in Los Gatos	\$293,900	Town of Los Gatos	0.010	0.015	0.029	Pending	No	Santa Clara
20R21	Bicycle Facilities	Install 518 bike rack parking spaces in 8 schools in Palo Alto	\$38,800	Palo Alto Unified School District	0.028	0.061	0.041	11/21/2019	No	Santa Clara
20R22	Bicycle Facilities	Install and maintain 20 electronic bicycle lockers at the Berkeley Marina Mall	\$50,000	City of Berkeley	0.006	0.008	0.018	11/20/2019	Yes	Alameda
20R23	Bicycle Facilities	Install and maintain 44 electronic bicycle lockers at the El Cerrito and San Leandro BART Stations	\$110,000	San Francisco Bay Area Rapid Transit District	0.015	0.018	0.044	Pending	Yes	Multi-County
45 Projects			\$10,771,123		4.633	5.920	7.827			

Table 2 - Summary of all RFG approved and eligible projects (evaluated between 7/1/18 and 11/21/19)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board/APCO Approval Date	CARE Area	County
					NO _x	ROG	PM			
19RFG06*	LD Infrastructure	Install and operate 43 dual port level 2 EV charging stations	\$94,000	Hayward Unified School District	0.054	0.071	0.001	10/17/18	Yes	Alameda
19RFG13	LD Infrastructure	Install and operate ten 50kW DC fast charging stations	\$389,400	EVgo Service, LLC	0.040	0.060	0.001	6/5/19	Yes	Alameda
19RFG04*	Off-road (non-ag)	Purchase and operate three electric forklifts and one electric terminal truck	\$40,200	Wyse Logistics	0.097	0.013	0.006	10/17/18	Yes	Alameda
19RFG14	Off-road (non-ag)	Purchase and operate one electric terminal tractor	\$39,400	Oakland Maritime Support Services, Inc.	0.066	0.011	0.007	5/23/19	Yes	Alameda
19RFG16	Off-road (non-ag)	Purchase and operate one electric terminal tractor	\$80,000	GSC Logistics, Inc.	0.051	0.002	0.003	8/29/19	Yes	Alameda
19RFG18	Off-road (non-ag)	Purchase and operate five electric vehicles	\$47,200	Another Corporate ISP LLP DBA Monkeybrains	0.002	0.001	0.003	10/30/19	Yes	Alameda
19RFG19	Off-road (non-ag)	Purchase and operate one electric terminal tractor	\$80,000	Oakland Pallet Co.	0.097	0.001	0.003	10/30/19	Yes	Alameda
7 Projects			\$770,200		0.407	0.159	0.025			

* The award amounts for these Reformulated Gasoline Settlement Fund (RFG) projects excludes a total of \$252,000 in matching TFCA funds.

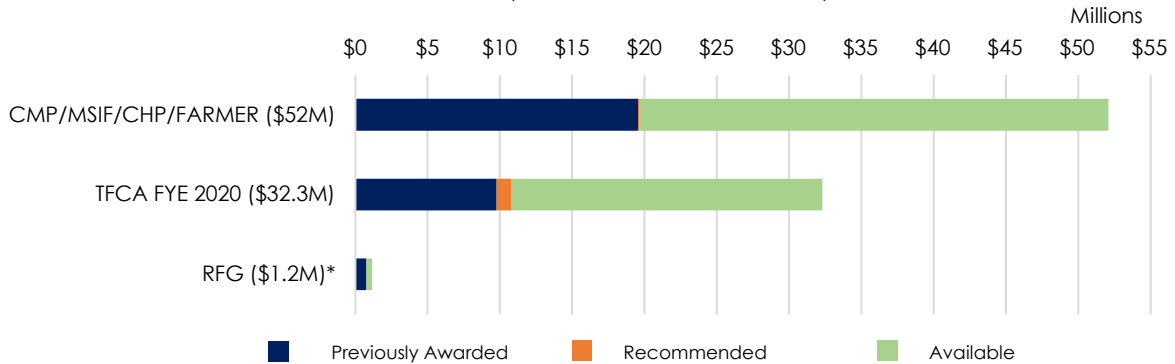
AGENDA 4 - ATTACHMENT 4

Figures 1-3 summarize funding awarded from the following revenues sources:

- 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 FYE 2020 funding by revenue source

includes funds awarded, recommended for award, and available



* Includes funding awarded in FYE 2019

Figure 2. Funding awarded in FYE 2020 by county

includes funds awarded & recommended for award

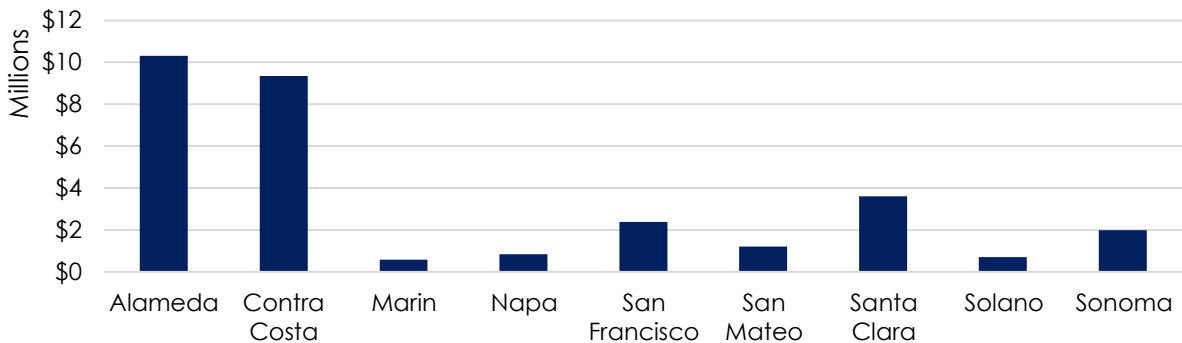
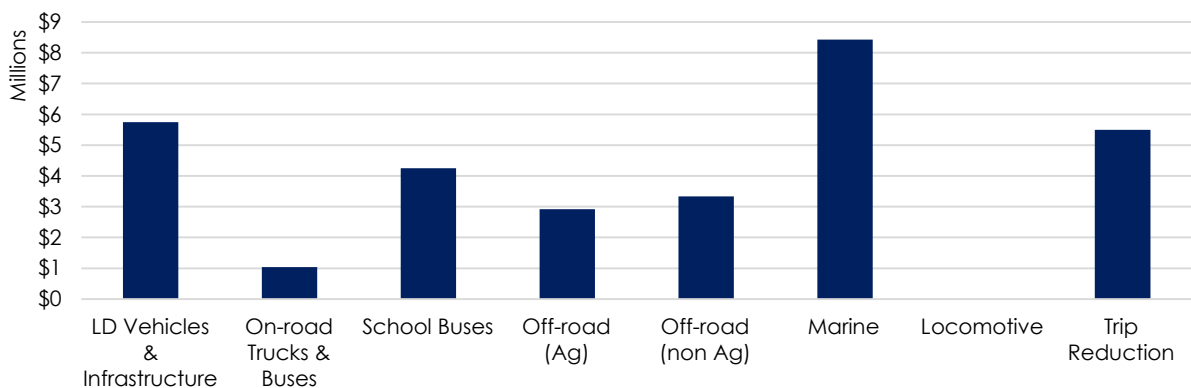


Figure 3. Funding awarded in FYE 2020 by project category

includes funds awarded & recommended for award



AGENDA 4 - ATTACHMENT 4

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

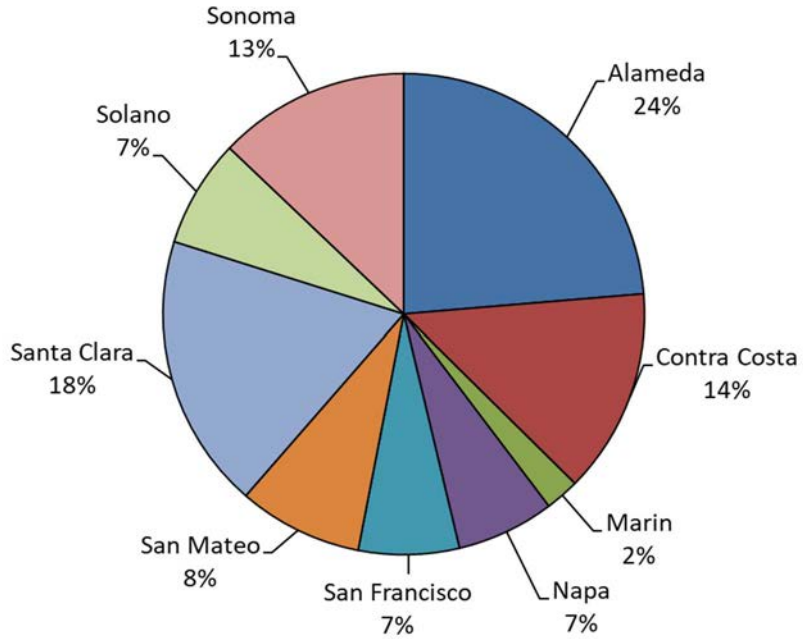
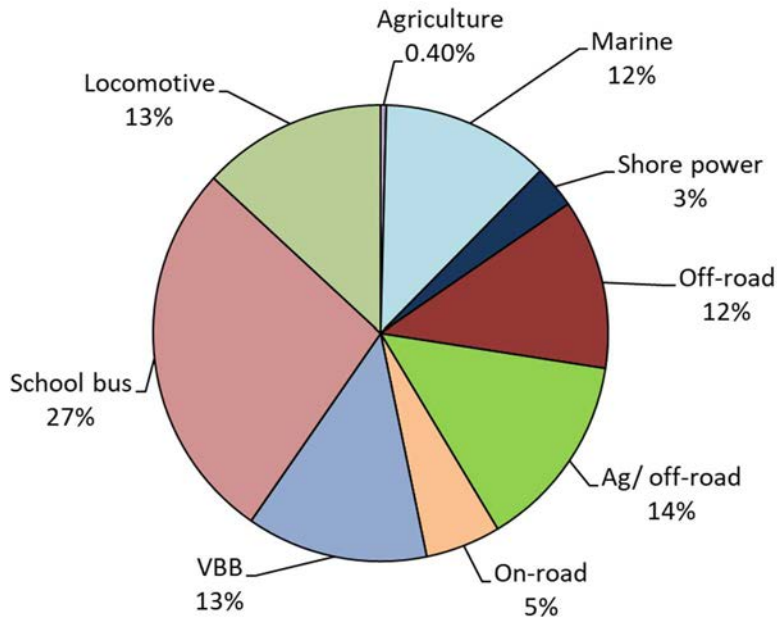


Figure 5. CMP/MSIF/CHP/FARMER funding awarded since 2009 by category



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

Re: Transportation Fund for Clean Air (TFCA) Program Audit #20 Results

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. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects and programs. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air) and through a grant program known as the Regional Fund. The remaining 40% of TFCA funds are forwarded to the designated agency within each Bay Area county to be distributed via the County Program Manager Fund.

HSC Section 44242 requires that the Air District conduct an audit of projects and programs funded with TFCA monies, at least once every two years. The Air District audits Regional Fund projects and Air District-Sponsored programs annually and County Program Manager Fund projects biennially. On October 4, 2017, the Air District's Board of Directors (Board) approved the award of a contract to Simpson & Simpson, LLP for audit services, including a financial and compliance review of TFCA-funded projects and programs.

DISCUSSION

The Audit Summary Report, included as Attachment 1, summarizes the results of TFCA Audit #20. In total, Simpson & Simpson, LLP conducted financial and compliance audits of 43 TFCA projects, which include Regional Fund projects and Air District-sponsored programs completed¹ prior to June 30, 2019, and a review of the Air District's administrative expense of TFCA funds incurred between July 1, 2017 and June 30, 2018. A list of these projects is available in Appendix B of the attached report. **No findings were identified during this audit.**

Audit field work was conducted by Simpson & Simpson, LLP during the months of March 2019 through November 2019. Following the completion of field work, Simpson & Simpson, LLP issued a draft audit report to each of the project sponsors and offered an opportunity to those with any preliminary findings to provide a management response.

In addition to conducting the financial and compliance audits, Simpson & Simpson, LLP also performed a review of Agreed-Upon Procedures (AUP) to verify project sponsors' compliance with other aspects of the TFCA Funding Agreement, including that:

1. Expenditures are properly supported;
2. Administrative expenses are appropriately documented;
3. Use of an indirect cost rate is consistent with the Air District Guidelines;
4. Appropriate resolutions authorizing the grant application are adopted or, where applicable, an authorizing letter of commitment is included;
5. Required reports are submitted on time and contained all information required;
6. The Air District is acknowledged as a project funder; and
7. Matching Funds requirements are met or exceeded.

The results of the review were included in a separate AUP Report, which is being reviewed internally by the Air District.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Administrative costs for the TFCA audit and staff are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Betty Kwan
Reviewed by: Karen Schkolnick, Chengfeng Wang, and Ken Mak

Attachment 1: TFCA Audit #20 Summary Report (to be distributed at the meeting)

¹ For the purpose of TFCA audit, a project is considered “completed” when the Air District accepts and approves the project sponsor’s final invoice, which documents the project sponsor’s expenditure of all eligible project funds and the completion of transportation services or all initial project milestones (e.g., having procured, installed and/or placed all project-related vehicles, equipment, and infrastructure into service).

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

Re: Report on Transportation Fund for Clean Air (TFCA) Project Expenditures and
Effectiveness for Fiscal Year Ending (FYE) 2019

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. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects and programs. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air and Commuter Benefits Program) and through a grant program known as the Regional Fund. The remaining 40% of TFCA funds are forwarded to a designated agency (“County Program Manager”) within each Bay Area county to be distributed via the County Program Manager Fund.

HSC Section 44241 requires that the Board hold a public hearing each year to review the Air District’s expenditure of TFCA funds to determine their effectiveness in improving air quality. Additionally, County Program Managers are required to hold a public hearing each year to review their expenditure of TFCA funds.

DISCUSSION

The FYE 2019 Report on TFCA Projects Expenditures and Effectiveness, found in Attachment 1, evaluated a total of 44 projects that were completed prior to June 30, 2019, and three programs.

The following are key findings of the FYE 2019 report:

- TFCA funds were allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled \$6.01 million. This includes \$2.72 million in Regional Fund projects, \$2.23 million in Air District-sponsored programs, and \$1.06 million in administrative and indirect costs.
- Twenty-nine percent of TFCA Regional Fund expenditures went to projects in communities identified as cumulative impact areas by the Air District's Community Air Risk Evaluation (CARE) Program.
- During their operational period, the projects and programs reduced criteria pollutant emissions by an estimated 85.86 tons, including 22.64 tons of reactive organic gases (ROG), 19.88 tons of nitrogen oxides (NO_x), and 43.34 tons of particulate matter (PM₁₀) – and reduced emissions of carbon dioxide (CO₂) by over 52,900 tons.

A discussion of the expenditures, emission reductions, and cost-effectiveness of these TFCA Regional Fund projects and Air District-sponsored programs will be presented at the Committee meeting.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes TFCA monies as “pass-through” funds to public and nonpublic entities. Administrative costs for project staff are provided by the Air District's TFCA funding.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sean Newlin and Adriana Kolev
Reviewed by: Karen Schkolnick, Chengfeng Wang, and Ken Mak

Attachment 1: FYE 2019 Report on Expenditures and Effectiveness of TFCA Regional Fund Projects and Air District-Sponsored Programs

FISCAL YEAR ENDING (FYE) 2019
REPORT ON EXPENDITURES AND EFFECTIVENESS OF
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
REGIONAL FUND PROJECTS AND AIR DISTRICT-SPONSORED PROGRAMS



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

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DECEMBER 2019

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THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT

The California State Legislature created the Bay Area Air Quality Management District (Air District) in 1955 as the first regional air pollution control agency in the country, recognizing that air pollution transcends political boundaries. The San Francisco Bay Area forms a regional air basin, sharing common geographical features and weather patterns, and therefore similar air pollution burdens, which cannot be addressed by counties acting on their own.

The Air District is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

BACKGROUND

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the San Francisco Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog"), particulate matter, and greenhouse gases. Because of this, emission reductions from the on-road transportation sector are essential to helping the region attain State and Federal ambient air quality standards and meet greenhouse gas reduction commitments.

To protect public health, the California State Legislature enacted the California Clean Air Act in 1988. As part of the requirements, the Air District prepared and adopted the *2017 Clean Air Plan*, which includes transportation control measures, defined as any strategy "to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for reducing motor vehicle emissions," and mobile source measures, which encourage the introduction of newer, cleaner motor vehicle technologies and the retirement of older, more polluting vehicles.

THE TRANSPORTATION FUND FOR CLEAN AIR

In 1991, the California State Legislature authorized the 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 to its Transportation Fund for Clean Air (TFCA) to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District's Board of Directors (Board) to eligible projects and programs implemented directly by the Air District (e.g., Commuter Benefits, Vehicle Buy-Back, and Spare the Air) and through a grant program known as the Regional Fund. The remaining forty percent of TFCA funds are pass-through funds to a designated agency within each Bay Area county to be distributed via the County Program Manager Fund. Each year, the Board adopts cost-effectiveness and other criteria for the evaluation and ranking of project applications for the TFCA Program.

In addition to reducing air pollution, including toxic diesel particulate matter, TFCA-funded projects have other benefits including the following:

- Conserving energy and helping to reduce emissions of carbon dioxide (CO₂);
- Reducing traffic congestion;

- Improving quality of life for residents and commuters by expanding access to services that provide first- and last-mile connections to rail, ferry, and mass transit; and
- Improving physical fitness and public safety by facilitating active modes of transportation such as walking and biking.

State legislation restricts TFCA funding to the following 11 categories of projects:

1. Implementation of ridesharing programs
2. Clean fuel school and transit bus purchases or leases
3. Feeder bus or shuttle service to rail/ferry stations and airports
4. Arterial traffic management
5. Rail-bus integration and regional transit information systems
6. Demonstrations in congestion pricing of highways, bridges and public transit
7. Low-emission vehicle projects
8. A smoking vehicles program
9. A vehicle buy-back scrappage program
10. Bicycle facility improvement projects
11. Physical improvements that support “smart growth” projects

California HSC Section 44241.5 requires the Board to hold a public hearing annually to review the expenditure of revenues received by the Air District pursuant to Section 44241 to determine their effectiveness in improving air quality. This report serves this purpose.

FYE 2019 SUMMARY

This report summarizes the *expenditures* and *effectiveness* of the 44 Regional Fund projects and 3 Air District-sponsored programs that were completed¹ as of the end of fiscal year ending (FYE) 2019 – which was June 30, 2019 – and that were not included in previous reports. **Appendix A** lists the each of the Regional Fund projects and Air District-sponsored programs that were summarized as part of this report.

¹ For the purpose of this report, staff considers a project to be “completed” when the Air District accepts and approves the project sponsor’s final invoice, which documents the project sponsor’s expenditure of all eligible project funds and the completion of transportation services or all initial project milestones (e.g., having procured, installed and/or placed all project-related vehicles, equipment, and infrastructure into service). Projects that involve the procurement of equipment/vehicles and construction of infrastructure typically also require continued operation of the funded equipment, vehicles, or infrastructure. These projects may continue to operate for several years after the final invoice is accepted and approved – until the operational and usage requirements are met.

Key Highlights of the Projects and Programs Included in this Report

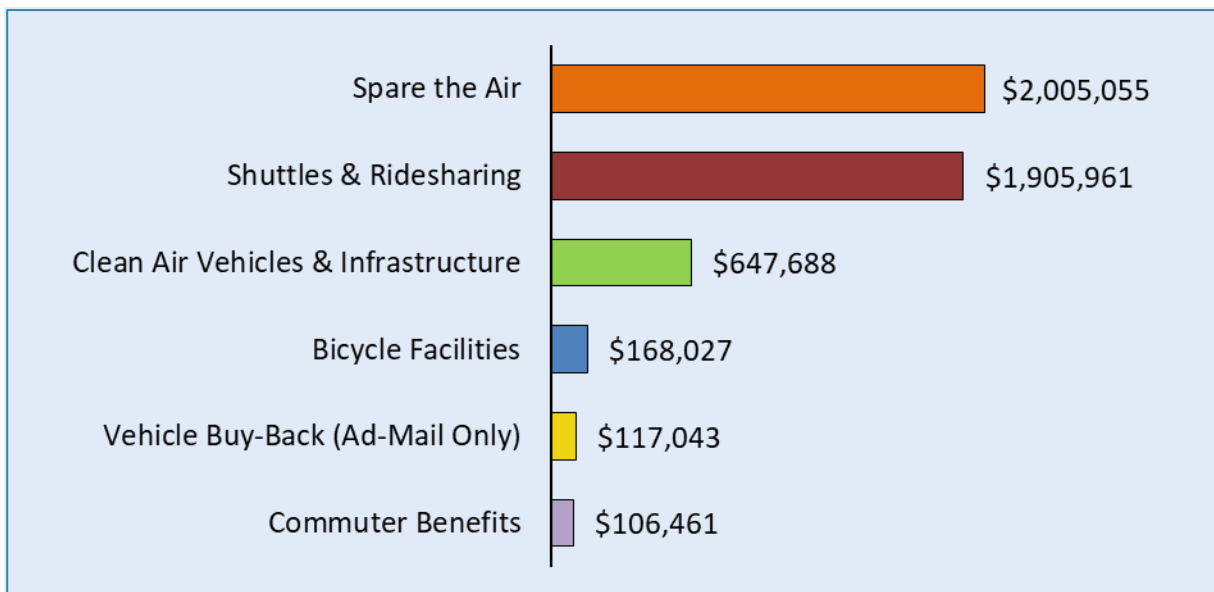
- TFCA funds were expended on eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled \$6.01 million. These expenditures include \$2.72 million in Regional Fund projects, \$2.23 million in Air District-sponsored programs, and \$1.06 million in administrative and indirect costs.
- 29% of TFCA Regional Fund expenditures went to projects in communities identified as *cumulative impact areas* by the Air District’s Community Air Risk Evaluation (CARE) Program.
- During their operational periods, the projects and programs reduced criteria pollutant emissions by an estimated 85.86 tons, including 22.64 tons of reactive organic gases (ROG), 19.88 tons of nitrogen oxides (NO_x), and 43.34 tons of particulate matter (PM₁₀) – and reduced emissions of carbon dioxide (CO₂), by over 52,900 tons.

EXPENDITURES

The expenditure of these projects and programs total approximately \$6.01 million. This total includes \$2.72 million for the programs administered directly by the Air District and \$2.23 million in Regional Fund grants to other organizations. In addition, the Air District expended about \$1.06 million in administrative and audit costs associated with the oversight of the TFCA program in FYE 2019.

A summary of the expenditures for these TFCA Regional Fund projects and Air District-sponsored programs is shown in **Figure 1**.

Figure 1. Summary of FYE 2019 Expenditures



EFFECTIVENESS

The cost-effectiveness of a project or program is calculated by dividing the amount of TFCA funds assigned to the project (awarded or expended) by the sum of criteria pollutant emissions (ROG, NO_x, and weighted PM₁₀) reduced by the project during its operational period. Therefore, Projects with a lower value for cost-effectiveness require less TFCA funds to reduce one ton of criteria emissions. Typically, relatively cost-effective

projects are highly utilized, involve the operation of zero-emission vehicles, are located in densely-populated areas or near activity centers or mass transit hubs, and/or are supported with relatively high percentages of matching funds.

Projects and programs included in this report will reduce criteria pollutant emissions over their operational periods by an estimated total of 85.86 tons. This total is the sum of ozone precursors (22.64 tons of ROG and 19.88 tons of NO_x) and particulate matter (43.34 tons of PM₁₀). These projects and programs will also reduce CO₂ emissions over their operational periods by an estimated 52,900 tons.²

The combined weighted-average cost-effectiveness of the projects and programs reported for FYE 2019 is \$51,397 per ton of criteria pollutant emissions reduced. Many projects continue to operate and reduce emissions even after their operational periods ended; these projects have the potential to be more cost-effective (i.e. lower cost per ton of emissions reduced) in reducing emissions than what is presented in this report.

A summary of expenditures, emission reductions, and cost-effectiveness values by program category is provided in **Table 1**.

Table 1: Emission Reductions and Cost-Effectiveness by Program Category for Projects and Programs Completed by the End of FYE 2019

Category	# of Projects	TFCA \$ Expended	% of TFCA \$ Expended	Emissions Reduced (tons) ^a	% of Emissions Reduced	Weighted Cost-Effectiveness (\$/ton) ^b
Bicycle Facilities	25	\$168,027	3.39%	2.42	2.82%	\$75,360
Shuttles/Rideshare	6	\$1,905,961	38.50%	18.32	21.34%	\$103,395
Clean Air Vehicle & Infrastructure	13	\$647,688	13.08%	3.05	3.55%	\$157,136
Commuter Benefits Program	1	\$106,461	2.15%	2.71	3.15%	\$36,321
Spare the Air Program	1	\$2,005,055	40.50%	59.36	69.14%	\$30,233
Vehicle Buy-Back Program	1	\$117,043	2.36%	-	-	-
Total for Projects and Programs^c	47	\$4,950,235	100%	85.86	100%	\$51,397
Administration		\$1,060,236				

(a) Combined emission reductions of ROG, NO_x, and PM₁₀ over project operational period.

(b) Consistent with the current California Air Resources Board methodology to calculate cost-effectiveness for the Carl Moyer Program (CMP), PM emissions were weighted by a factor of 20 to account for their harmful impacts on human health.

(c) Totals may vary due to rounding.

The combined weighted-average cost-effectiveness of the projects and programs reported in FYE 2019 is a 9% improvement from FYE 2018. This difference is due, in part, to a portfolio of electric vehicle infrastructure projects in FYE 2018 that had taken advantage of higher funding amounts available for electric infrastructure projects that are co-sited with solar generation. These projects resulted in higher cost-effectiveness values (less cost-effective), but also achieved additional greenhouse gas benefits that are not accounted for in the cost-effectiveness evaluation for TFCA funded projects. The variation of combined weighted-average cost-

² Emission reductions reported for criteria pollutants and CO₂ do not include emissions from the Vehicle Buy-Back Program.

effectiveness from year to year is primarily due to that fact that different types of projects that have different cost-effectiveness limits were completed and included in the cost-effectiveness evaluation each year.

One Regional Fund project listed in Appendix A did not meet the cost-effectiveness threshold of its respective program at the conclusion of its operational period. Below is a discussion on the performance of this project, which resulted in a higher than expected cost-effectiveness value.

Project Sponsor: Metropolitan Transportation Commission		Project #: 16R11
Project Description: 511 Regional Carpool Program		
Estimated Weighted Cost-Effectiveness: \$44,109		Actual Weighted Cost-Effectiveness: \$145,039
<p>Discussion: The cost-effectiveness limit for FYE 2016 Regional Ridesharing Services projects was \$90,000 per ton of emissions reductions. The project was evaluated on four services proposed by the Project Sponsor: matchlists, placement calls, forming new vanpools, and partnering with ride-matching apps. Because this was an existing program, the estimated cost-effectiveness and actual cost-effectiveness of this project were calculated based on survey results provided by the Project Sponsor. The reduction in cost-effectiveness of the project is due, in part, to a reduction in commuter utilization of the Project’s matchlists and placement call components relative to previous years. Results of this project informed the Project Sponsor’s shift to offering incentives that support vanpooling and carpooling.</p>		

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APPENDIX A: TFCA REGIONAL FUND PROJECTS AND AIR DISTRICT-SPONSORED PROGRAMS

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
10EV06	Coulomb	Coulomb home charger rebate program (50 home chargers)	\$20,000	\$29,497
14R26	City of Alameda	Purchase and install 12 electric bicycle lockers in City of Alameda	\$90,000	\$29,682
14R28	Port of San Francisco	Purchase and install 16 electric bicycle lockers in City of San Francisco	\$90,000	\$40,000
15BR006	City of Calistoga	Purchase and install 50 bike racks in City of Calistoga (100 bike capacity)	\$79,315	\$2,448
15BR008	County of Napa	Purchase and install 43 bike racks in County of Napa (188 bike capacity)	\$90,000	\$11,167
15BR010	San Francisco State University	Purchase and install 25 bike racks at San Francisco State University (50 bike capacity)	\$90,000	\$3,000
15BR015	San Lorenzo High School	Purchase and install nine bike racks at San Lorenzo High School (72 bike capacity)	\$90,000	\$4,320
15BR019	California State University, East Bay	Purchase and install 13 bike racks at California State University, East Bay (26 bike capacity)	\$90,000	\$1,560
15BR022	Palo Alto Unified School District	Purchase and install 25 bike racks in Palo Alto Unified School District (50 bike capacity)	\$90,000	\$3,000
15BR025	El Verano Elementary	Purchase and install 12 bike racks at El Verano Elementary School (24 bike capacity)	\$84,328	\$1,349
15BR027	City of Napa	Purchase and install 26 bike racks in City of Napa (52 bike capacity)	\$84,237	\$2,920
15BR028	Town of Moraga	Purchase and install 6 bike racks in Town of Moraga (12 bike capacity)	\$90,000	\$720
15R24	Napa Valley Transportation Authority	Purchase and install 8 electric bicycle lockers in City of NAPA and Yountville	\$90,000	\$20,000

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
15R25	City of Richmond	Purchase and install 4 electric bicycle lockers in City of Richmond	\$90,000	\$10,000
15R28	Clean Energy, a California Corporation	Upgrade an existing CNG refueling station in City of Oakland	\$69,814	\$58,691
16BR003	Mountain View Los Altos Union High School District	Purchase and install 8 bike racks at Los Altos High School (64 capacity)	\$52,505	\$3,840
16BR004	Dublin Unified School District	Purchase and install 15 bike racks at Kolb Elementary School (30 capacity)	\$48,369	\$1,800
16BR007	Granada High School	Purchase and install 6 bike racks at Granada High School (48 capacity)	\$48,369	\$9,000
16BR008	Los Gatos Unified School District	Purchase and install 23 bike racks in Los Gatos Unified School District (150 capacity)	\$48,369	\$4,260
16BR009	Los Gatos High School	Purchase and install 9 bike racks for at Gatos High School (71 capacity)	\$48,369	\$3,960
16BR012	Burlingame School District	Purchase and install 11 bike racks in Burlingame School District (66 capacity)	\$48,369	\$3,960
16BR014	San Carlos School District	Purchase and install 4 bike racks in San Carlos School District (24 capacity)	\$48,369	\$600
16BR015	City of Fremont	Purchase and install 33 bike racks in City of Fremont (66 capacity)	\$48,369	\$480
16BR016	City of Saint Helena	Purchase and install 5 bike racks in City of Saint Helena (10 capacity)	\$48,369	\$2,880
16BR017	Napa County Office of Education	Purchase and install 4 bike racks at Napa County Office of Education (8 capacity)	\$48,369	\$2,880
16BR019	City of Morgan Hill	Purchase and install 25 bike racks in City of Morgan Hill (50 capacity)	\$48,369	\$3,000
16BR020	Napa Valley Transportation Authority	Purchase and install 10 bike racks in City of Napa (20 capacity)	\$48,369	\$1,200

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
16EV006	Sonoma Mountain Village, LLC	Install 7 dual-port Level 2 and 2 DC fast EV charging stations (with solar) in Rohnert Park	\$500,000	\$184,000
16EV025	San Mateo County Community College District	Install 12 dual-port Level 2 charging stations in San Mateo County	\$250,000	\$72,000
16PEV004	County of Alameda	PEV rebate for 15 BEVs for County of Alameda	\$420,000	\$37,500
16PEV005	City of Oakland	PEV rebate for 10 BEVs for City of Oakland	\$420,000	\$25,000
16PEV008	City of Oakland	PEV rebate for 10 BEVs for City of Oakland	\$420,000	\$25,000
16R11	Metropolitan Transportation Commission	511 Regional carpool program	\$145,039	\$918,750
17EV017	601 Marshall Street Owner, LLC	Install 5 dual-port Level 2 (high) and 1 single-port Level 2 (high) charging stations in Redwood City	\$229,307	\$23,000
17R11	Metropolitan Transportation Commission	511 Regional carpool and vanpool program	\$94,539	\$65,184
17R14	Peninsula Corridor Joint Powers Board	Caltrain shuttle program	\$92,750	\$633,875
17R17	Presidio Trust	PresidiGo shuttle program	\$86,000	\$100,000
18EV005	Napa County Superintendent of Schools	Install 2 dual-port Level 2 (high) and 1 single-port Level 2 (high) charging stations in Napa	\$229,307	\$11,000
18EV021	County of Marin	Install 14 dual-port and 3 single-port Level 2 (high) charging stations in San Rafael	\$229,307	\$65,000
18EV023	NABI LLC	Install 24 single-port Level 2 (high) charging stations in Burlingame	\$229,307	\$72,000
18EV025	DTP-LV Associates, LLC	Install 2 dual-port Level 2 (high) and 1 DC Fast in Newark	\$229,307	\$33,000

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
18EV047	Nazareth Plaza Owners' Association	Install 4 single port Level 2 (high) charging stations in San Mateo	\$229,307	\$12,000
18R05	Associated Students, San Jose State University	San Jose State University ridesharing and trip reduction program	\$74,158	\$140,000
18R06	San Joaquin Regional Rail Commission	Pleasanton connector shuttles program	\$31,577	\$48,152
44 Regional Fund Projects		Subtotal of Regional Fund Projects:		\$2,721,676

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
19R01	BAAQMD	FYE 2019 Commuter Benefits	\$36,321	\$106,461
19R02	BAAQMD	FYE2019 Admail for Vehicle Buy-Back (TFCA portion only)	N/A	\$117,043
19R03	BAAQMD	FYE 2019 Spare the Air	\$30,187	\$2,005,055
3 Air District-Sponsored Programs		Subtotal of Air District-Sponsored Programs:		\$2,228,559
19R00	BAAQMD	FYE 2019 Administration*	N/A	\$1,060,236
Subtotal of Administration Expenditures for Regional Fund Projects and Air District-Sponsored Programs:				\$1,060,236
Grant Total:				\$6,010,471

* Sixty percent of the total allocated TFCA administrative and audit costs expended in FYE 2019.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

Re: Policy to Prohibit Use of Air District Funds on Vehicles Manufactured by Companies
that Oppose California's Regulation of Light-Duty Vehicle Emissions

RECOMMENDED ACTION

Recommend the Board of Directors direct Air District staff to develop a policy that prohibits Air District incentive and general funds from being used for the purchase of light-duty vehicles manufactured by companies that oppose the State of California's right to regulate light-duty vehicle emissions.

BACKGROUND

On November 15, 2019, the California Department of General Services (DGS) announced two new policies that aim to maximize reductions of greenhouse gas (GHG) emissions under Executive Order N-19-19. The first policy will prohibit purchasing by state agencies of any sedans solely powered by an internal combustion engine, with exemptions for certain public safety vehicles. The second, which is currently being developed by DGS, will require state agencies, starting on January 1, 2020, to only purchase vehicles from Original Equipment Manufacturers (OEMs) that recognize the California Air Resources Board's (CARB) authority to set GHG and zero emission vehicle standards (ZEV), and which have committed to continuing stringent emissions reduction goals for their fleets.

As of November 15, 2019, the decision affects the following 12 companies who have joined the Trump administration in disrupting California's authority:

- General Motors/Chevrolet
- Chrysler
- Fiat
- Mitsubishi
- Hyundai
- Subaru
- Dodge
- Toyota
- Nissan
- Kia
- Jeep
- Ram

DISCUSSION

The Air District funds the procurement of new light-duty cars both directly, for the replacement of its own vehicle fleet, and indirectly, through its award of incentive funds programs. At the Committee meeting, staff will discuss a proposal for the Air District to adopt policies that would prohibit use of its incentive and general fund monies to purchase vehicles manufactured by carmakers that oppose California's regulatory authority.

BUDGET CONSIDERATION / FINANCIAL IMPACT

At this time the estimated cost impact is projected to be small, although reduced availability of clean vehicles may lead to higher costs for fleet purchases.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Damian Breen and Karen Schkolnick

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Canepa and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 13, 2019

Re: Expansion of Existing Center for Sustainable Energy (CSE) Contract

RECOMMENDED ACTION

Recommend the Board of Directors authorize the Executive Officer/APCO to increase an existing contract with CSE in an amount not to exceed \$5,000 for services performed in Fiscal Year Ending (FYE) 2019 and FYE 2020 for Electric Vehicle (EV) market research services.

BACKGROUND

Following approval by the Board of Directors on May 1, 2019, the Air District entered into an agreement with the CSE to collect and analyze qualitative and quantitative data on consumer and business sentiments regarding barriers to EV adoption and the installation of EV charging infrastructure. This data will help the Air District tailor and strengthen outreach messages, educational materials, and incentive programs to increase EV adoption in the Bay Area. The executed contract amount was \$113,677.

DISCUSSION

Following an analysis of stakeholder needs and Bay Area population demographics, staff concluded that a larger survey size is necessary to provide sufficient granularity to draw county-level conclusions. This additional data will allow partners at the county and local levels to use the Air District's work to inform their programs and policies. Expanding the survey sample size from 500 to 1,000 respondents will require an additional cost not to exceed \$5,000.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Funding for these contracts comes from a grant from the Federal Highway Administration and California Department of Transportation, through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Rebecca Fisher
Reviewed by: Derrick Tang