



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

BOARD OF DIRECTORS  
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

DAVID CANEPA – CHAIR  
PAULINE RUSSO CUTTER  
DAVID HUDSON  
KAREN MITCHOFF  
LORI WILSON

TYRONE JUE – VICE CHAIR  
SCOTT HAGGERTY  
LIZ KNISS  
KATIE RICE

**THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY  
EXECUTIVE ORDER N-29-20 ISSUED BY  
GOVERNOR GAVIN NEWSOM**

- **MEMBERS OF THE COMMITTEE MUST PARTICIPATE BY  
TELECONFERENCE**
- **THE PUBLIC MAY OBSERVE THIS MEETING THROUGH THE WEBCAST OF  
THE MEETING BY CLICKING THE LINK AVAILABLE ON THE AIR  
DISTRICT'S AGENDA WEBPAGE FOR THE MEETING AVAILABLE AT**

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<https://bayareametro.zoom.us/j/93904644784>

- **PUBLIC COMMENTS WILL BE TAKEN DURING THE TELECONFERENCE.  
INSTRUCTIONS WILL BE PROVIDED ON HOW TO COMMENT AT THE  
START OF THE MEETING. COMMENTS MAY ALSO BE SUBMITTED AT**

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

**WEDNESDAY  
MAY 20, 2020  
9:30 A.M.**

## **AGENDA**

**1. CALL TO ORDER - ROLL CALL**

**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.*

*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.*

***Email Comment on Agenda Items:** The public may comment on each item on the agenda. Email Comments for items on the agenda must be submitted to [Comments@baaqmd.gov](mailto:Comments@baaqmd.gov) prior to the Committee taking up the particular item and indicate the agenda item to which the comment relates. Emailed comments will be considered as the agenda item is taken up by the Committee. Emailed comments containing 250 words or less will be read aloud by staff. Emailed comments exceeding 250 words may be summarized during the meeting, if feasible.*

**Staff/Phone (415) 749-**

**2. APPROVAL OF THE MINUTES OF APRIL 22, 2020**

**Clerk of the Boards/5073**

*The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of April 22, 2020.*

**3. 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 the Board of Directors approve the award of funds to Carl Moyer, Transportation Fund for Clean Air, and Reformulated Gasoline Fund program projects requesting grant funding in excess of \$100,000 and authorize the Executive Officer/APCO to execute grant agreements for the recommended projects.*

4. **UPDATES TO THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FISCAL YEAR ENDING (FYE) 2021**

K. Schkolnick/5070

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

*The Committee will consider recommending Board of Directors approval of the proposed Fiscal Year Ending (FYE) 2021 Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria.*

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

*Emailed comments indicating the comment pertains to non-agenda matters will be considered under this item. Emailed comments containing 250 words or less will be read aloud by staff. Emailed comments exceeding 250 words may be summarized during the meeting, if feasible.*

6. **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)*

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

*Wednesday, June 24, 2020 at 11:00 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.*

8. **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)

- 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, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

## EXECUTIVE OFFICE:

## MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

### MAY 2020

| <u>TYPE OF MEETING</u>   | <u>DAY</u> | <u>DATE</u> | <u>TIME</u> | <u>ROOM</u>                                      |
|--|------------|-------------|-------------|--|
| Board of Directors Technology Implementation Office (TIO) Steering Committee   | Friday     | 15          | 1:00 p.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Legislative Committee<br>CANCELLED AND RESCHEDULED TO<br>WEDNESDAY, MAY 27, 2020 AT 1:00 P.M.           | Wednesday  | 20          | 8:30 a.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Mobile Source Committee   | Wednesday  | 20          | 9:30 a.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Personnel Committee<br>CANCELLED AND RESCHEDULED TO<br>WEDNESDAY, MAY 27, 2020 AT 10:30 A.M.            | Wednesday  | 20          | 11:00 a.m.  | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Budget & Finance Committee  | Wednesday  | 20          | 11:00 a.m.  | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Community & Public Health Committee   | Wednesday  | 20          | 2:30 p.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Budget & Finance Committee – CANCELLED AND RESCHEDULED TO WEDNESDAY, MAY 20, 2020 AT 11:00 A.M.         | Wednesday  | 27          | 9:30 a.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Personnel Committee   | Wednesday  | 27          | 10:30 a.m.  | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Legislative Committee   | Wednesday  | 27          | 1:00 p.m.   | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Mobile Source Committee - CANCELLED AND RESCHEDULED TO WEDNESDAY, MAY 20, 2020 AT 9:30 A.M.             | Wednesday  | 27          | 11:00 a.m.  | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Community & Public Health Committee - CANCELLED AND RESCHEDULED TO WEDNESDAY, MAY 20, 2020 AT 2:30 P.M. | Wednesday  | 27          | 12:30 p.m.  | Webcast only pursuant to Executive Order N-29-20 |

## **JUNE 2020**

| <b><u>TYPE OF MEETING</u></b>                             | <b><u>DAY</u></b> | <b><u>DATE</u></b> | <b><u>TIME</u></b> | <b><u>ROOM</u></b>                               |
|---|-------------------|--------------------|--------------------|--|
| Board of Directors Meeting                                | Wednesday         | 3                  | 9:30 a.m.          | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Budget & Finance Committee - CANCELLED | Wednesday         | 24                 | 9:30 a.m.          | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Legislative Committee                  | Wednesday         | 24                 | 9:30 a.m.          | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Mobile Source Committee                | Wednesday         | 24                 | 11:00 a.m.         | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Stationary Source Committee            | Wednesday         | 24                 | 12:00 p.m.         | Webcast only pursuant to Executive Order N-29-20 |
| Board of Directors Climate Protection Committee           | Wednesday         | 24                 | 2:00 p.m.          | Webcast only pursuant to Executive Order N-29-20 |
| JB – 5/12/2020 – 4:41 P.M.                                |                   |                    |                    | 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: May 11, 2020

Re: Approval of the Minutes of April 22, 2020

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RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) meeting of April 22, 2020.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee meeting of April 22, 2020.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Committee Meeting of April 22, 2020

## AGENDA: 2A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of April 22, 2020

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  
Wednesday, April 22, 2020

**This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.**

#### 1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chairperson, David Canepa, called the meeting to order at 2:02 p.m.

Present: Chairperson David Canepa; Vice Chair Tyrone Jue; and Directors Scott Haggerty, David Hudson, Liz Kniss, Karen Mitchoff, Katie Rice, and Lori Wilson.

Absent: Director Pauline Russo Cutter.

Also Present: Board Chairperson Rod Sinks.

#### 2. APPROVAL OF THE MINUTES OF MARCH 25, 2020

##### Public Comments

No requests received.

##### Committee Comments

None.

##### Committee Action

Director Kniss made a motion, seconded by Director Haggerty, to **approve** the Minutes of March 25, 2020; and the motion carried by the following vote of the Committee:

AYES: Canepa, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks, Wilson.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Cutter.



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

Karen Schkolnick Director of the Strategic Incentives Division, gave the staff presentation *Projects and Contracts with Proposed 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); Reformulated Gasoline (RFG) Settlement Fund; status of incentive funding awarded since July 2019 by funding source; funds recommended and awarded since July 2019 by project category and county; status of solicitations; and recommended actions.

#### Public Comments

No requests received.

#### Committee Comments

The Committee and staff discussed the infrastructure the Air District is funding at San Francisco International Airport; whether outreach methods to potential applicants are being impacted by sheltering in place and working remotely; whether a vendor has been selected for Alameda-Contra Costa Transit District's replacement of diesel buses with 40 zero-emission buses and their associated infrastructure; whether any manufacturers make hydrogen buses; and the suggestion that the Air District funds only American bus manufacturers to stimulate domestic industry.

#### Committee Action

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

|          |  |
|----------|--|
| AYES:    | Canepa, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks, Wilson. |
| NOES:    | None.  |
| ABSTAIN: | None.  |
| ABSENT:  | Cutter.  |

### **4. VEHICLE BUY-BACK (VBB) PROGRAM CONTRACTOR SELECTION**

Ms. Schkolnick gave the staff presentation *Selection of Vehicle Buy-Back Program Contractors*, including: overview; background; funding sources; program results since 1996; Request for Proposal (RFP) process; dismantler RFP results and locations; Direct Mail Services RFP results; and recommended actions.

#### Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the intended function of the direct mail service contractor; the Air District’s methods of public outreach for the VBB program; the number of VBB program applications submitted each year; whether the Air District has ever depleted its VBB program funds within a given funding cycle; and what capacity dismantling contractors have to handle spikes in vehicle retirement activity.

Committee Action

Director Haggerty made a motion, seconded by Director Hudson, to recommend that the Board **approve** the selection of the highest-ranking bidders and awards of contracts for the implementation of the Air District’s Vehicle Buy-Back Program; and the motion carried by the following vote of the Committee:

AYES: Canepa, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks, Wilson.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Cutter.

**5. FISCAL YEAR ENDING (FYE) 2021 TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER (CPM) EXPENDITURE PLANS**

Ms. Schkolnick gave the staff presentation *Fiscal Year Ending 2021 Transportation Fund for Clean Air County Program Manager Expenditure Plans*, including: overview; background TFCA CPM program; proposed allocation for CPMs in FYE 2021; and recommended action.

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hudson made a motion, seconded by Director Wilson, to recommend that the Board **approve** the award of FYE 2021 Transportation Fund for Clean Air funds proposed in the CPM Expenditure Plans and the motion carried by the following vote of the Committee:

AYES: Canepa, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks, Wilson.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Cutter.

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

No requests received.

**7. COMMITTEE MEMBER COMMENTS**

Director Rice observed the 50<sup>th</sup> Anniversary of Earth Day.

Director Hudson said that the Air & Waste Management Association’s (AWMA) 113<sup>th</sup> Annual Conference will be shifting to a virtual format, rather than physically taking place in San Francisco. Brian Bunger, District Counsel and AWMA President Elect, added that the 2022 Conference will resume in San Francisco.

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

At the conclusion of the meeting, Chair Canepa announced that the next meeting would be held on Wednesday, May 27, 2020, at 11:00 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom. After the meeting adjourned, the next meeting was scheduled for Wednesday, May 20, 2020, at 9:30 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

**9. ADJOURNMENT**

The meeting adjourned at 2:50 p.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: May 11, 2020

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 1998-1999. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (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. 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, 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 \$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 the Community Air Protection Program and appropriated \$245 million from the GGRF statewide, of which \$40 million was awarded to the Air District for emission reduction projects in the Bay Area. On April 3, 2019, the Board authorized the Air District to accept, obligate, and expend SB 856 grant funding. These funds are distributed through the Air District's Community Health Protection Grant Program to implement projects under the CMP and optionally on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program.

CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines in February 2018, which outlines requirements for incentive funding for eligible equipment (e.g., agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations). The 2020 California State Budget appropriated \$65 million in Fiscal Year 2019-20 GGRF funds to the CARB for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector through the FARMER Program. On November 20, 2019, the Board authorized the Air District's participation in the current cycle of the FARMER program.

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 and requirements for the Transportation Fund for Clean Air (TFCA) 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 program) and to a program referred to as the Regional Fund. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. The remaining forty percent of TFCA funds are pass-through funds that are awarded 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 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 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 emissions within the Air District's jurisdiction. 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 for approximately \$1.3 million to be used to incentivize the accelerated 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 the 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 \$52 million available from MSIF, Community Health Protection Grant Program, FARMER and CMP funds for eligible projects. The Air District started accepting project applications for the CMP Year 21 funding cycle on June 17, 2019. Applications are accepted and evaluated on a first-come, first-served basis.

As of May 4, 2020, the Air District had received 181 project applications. Of the applications that have been evaluated between April 2, 2020 and May 4, 2020, four eligible projects have proposed grant awards over \$100,000. These projects will replace four marine engines and demonstrate seven electric agricultural tractors. These projects will reduce over 2.7 tons of NO<sub>x</sub>, ROG and PM per year. Staff recommends the allocation of \$1,356,688 for these projects from a combination of CMP, FARMER and Community Health Protection funds and MSIF revenues. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2 lists all of the eligible projects that have been received by the Air District as of May 4, 2020, including information about equipment category, award amounts, estimated emissions reductions, and county location. Approximately 75% 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 the CMP, FARMER, MSIF, and Community Air Protection Program funding since 2009 (more than \$320 million awarded to 1,287 projects).

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

For FYE 2020, the Air District had approximately \$32 million in TFCA monies available for eligible Vehicle Trip Reduction and Clean Air Vehicle projects and programs. The Air District began accepting applications for FYE 2020 TFCA funding on August 9, 2019. Applications are accepted and evaluated on a first-come, first-served basis.

As of May 4, 2020, the Air District had received 25 project applications. Of the applications evaluated between April 2, 2020 and May 4, 2020, there was one project with a proposed TFCA grant award over \$100,000. This project will demonstrate three zero-emission Class 8 eCascadia trucks on Bay Area operation routes for both Sysco and FedEx and will reduce over 0.266 tons of NOx, ROG, and PM per year. Staff recommends the allocation of \$322,500 for this project. Attachment 1, Table 2, provides additional information on this project.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2019 – May 4, 2020, including information about project category, award amount, estimated emissions reduction, and county location. Approximately 42% of TFCA funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities.

### **Reformulated Gas Settlement Fund Program:**

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

As of May 4, 2020, the Air District had received 25 project applications for RFG funds. Of these applications evaluated between April 2, 2020 and May 4, 2020, there was one project with a proposed grant award over \$100,000. The project will replace combustion-fueled equipment with one electric shuttle and seven light-duty electric vehicles, add additional light-duty electric vehicles, and install supporting infrastructure, including 14 dual-port level 2 charging stations. This project will reduce 0.025 tons of NOx, ROG, and PM per year. Staff recommends the allocation of \$100,914, which includes \$33,700 in TFCA and \$67,214 in RFG funds, for this project and additional information about this project is available in Attachment 1, Table 3.

Attachment 3, Table 2, lists all eligible RFG projects that were evaluated between July 1, 2018 and May 4, 2020, including information about the project equipment, award amounts, estimated emissions reductions, and project locations.

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

None. The Air District distributes the 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 and Linda Hui  
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 5/4/20



## AGENDA 3 - 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 4/2/20 and 5/4/20)

| Project #         | Applicant name                  | Project Category | Project Description  | Proposed contract award | Total project cost  | Emission Reductions (Tons per year) |              |              | County                  |
|-------------------|---------------------------------|------------------|--|-------------------------|---------------------|-------------------------------------|--------------|--------------|-------------------------|
|                   |                                 |                  |  |                         |                     | NO <sub>x</sub>                     | ROG          | PM           |                         |
| 21MOY169          | Amnav Maritime, LLC             | Marine           | Replace 2 diesel auxiliary engines on the tug Liberty  | \$ 164,000              | \$ 207,346          | 0.896                               | 0.076        | 0.025        | Alameda                 |
| 21MOY168          | Blue Runner, Inc.               | Marine           | Replace 2 diesel propulsion engines on the charter fishing vessel Blue Runner, Inc.                              | \$ 198,000              | \$ 264,650          | 0.376                               | 0.002        | 0.041        | Marin                   |
| 20FD05            | Zimeno Inc. DBA Monarch Tractor | Ag/ off-road     | Demonstrate 3 zero-emission tractors at Wente Vineyards, and Crocker Estate                                      | \$ 480,000              | \$ 945,747          | 0.331                               | 0.034        | 0.020        | Alameda, Napa           |
| 20FD04            | Solectrac, Inc.                 | Ag/ off-road     | Demonstrate 4 zero-emission tractors at The Mushroom Farm, Calplans Premium Vineyards, and Arroyo Lindo Vineyard | \$ 514,688              | \$ 643,360          | 0.760                               | 0.127        | 0.087        | San Mateo, Napa, Sonoma |
| <b>4 Projects</b> |                                 |                  |  | <b>\$ 1,356,688</b>     | <b>\$ 2,061,103</b> | <b>2.363</b>                        | <b>0.239</b> | <b>0.173</b> |                         |

Table 2 - Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 4/2/20 and 5/4/20)

| Project #        | Applicant name               | Project Category       | Project Description   | Proposed contract award | Total project cost  | Emission Reductions (Tons per year) |              |              | County                             |
|------------------|------------------------------|------------------------|---|-------------------------|---------------------|-------------------------------------|--------------|--------------|------------------------------------|
|                  |                              |                        |   |                         |                     | NO <sub>x</sub>                     | ROG          | PM           |                                    |
| 20R28            | Daimler Trucks North America | On-Road Trucks & Buses | Demonstrate 3 zero-emission Class 8 eCascadia trucks on Bay Area routes for Sysco and FedEx | \$ 322,500              | \$ 2,272,749        | 0.252                               | 0.009        | 0.005        | Alameda, Contra Costa, Santa Clara |
| <b>1 Project</b> |                              |                        |   | <b>\$ 322,500</b>       | <b>\$ 2,272,749</b> | <b>0.252</b>                        | <b>0.009</b> | <b>0.005</b> |                                    |

Table 3 - Other projects with grant awards greater than \$100k (Evaluated between 4/2/20 and 5/4/20)

| Project #        | Applicant name   | Project Category | Project Description   | Proposed contract award | Total project cost  | Emission Reductions (Tons per year) |              |              | County  |
|------------------|------------------|------------------|---|-------------------------|---------------------|-------------------------------------|--------------|--------------|---------|
|                  |                  |                  |   |                         |                     | NO <sub>x</sub>                     | ROG          | PM           |         |
| 19RFG23*         | City of Berkeley | LD Vehicles      | Scrap and replace 7 light-duty vehicles with zero-emission vehicles, scrap and replace 1 heavy-duty shuttle with an electric shuttle, purchase 8 light-duty electric vehicles to add to the fleet, and install 14 dual-port level 2 charging stations | \$ 100,914              | \$ 1,080,668        | 0.016                               | 0.009        | 0.000        | Alameda |
| <b>1 Project</b> |                  |                  |   | <b>\$ 100,914</b>       | <b>\$ 1,080,668</b> | <b>0.016</b>                        | <b>0.009</b> | <b>0.000</b> |         |

\*The award amount includes a total of \$33,700 in TFCA funds.

## AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program approved projects  
(between 7/3/19 and 5/4/20)*

| 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            | Comerstone 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/<br>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            | \$ 78,500.00            | 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            | \$ 25,000.00            | 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            | \$ 30,000.00            | Narwal Trucking, Inc.  | 0.210                               | 0.018 | 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        |

## 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    |                     |              |
| 21MOY27   | Ag/ off-road       | Equipment replacement | 1            | \$ 60,350.00            | Four Seasons Vineyard Management                  | 0.130                               | 0.007 | 0.007 | APCO                | Sonoma       |
| 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 | 1/29/2020           | Contra Costa |
| 20MOY238  | Off-road           | Equipment replacement | 3            | \$ 59,280.00            | CLY Incorporated dba Point Pacific Drilling       | 1.263                               | 0.177 | 0.113 | APCO                | Sonoma       |
| 21MOY94   | On-road            | Equipment replacement | 1            | \$ 30,000.00            | Jaskaran Dhillon (Truck owner/ operator)          | 0.232                               | 0.019 | 0.000 | APCO                | Sutter       |
| 21MOY93   | On-road            | Equipment replacement | 1            | \$ 40,000.00            | Simon Andemichael (Truck owner/ operator)         | 0.303                               | 0.026 | 0.000 | APCO                | Alameda      |
| 21MOY105  | On-road            | Equipment replacement | 1            | \$ 20,000.00            | Brar Bros Trucking (Gurlal Singh)                 | 0.935                               | 0.123 | 0.040 | APCO                | Alameda      |
| 21MOY74   | On-road            | Equipment replacement | 1            | \$ 20,000.00            | AT Produce (Abraham Torres)                       | 0.424                               | 0.061 | 0.025 | APCO                | Stockton     |
| 21MOY84   | On-road            | Equipment replacement | 1            | \$ 30,000.00            | Lenaco Corporation                                | 0.406                               | 0.047 | 0.021 | APCO                | San Mateo    |
| 21MOY96   | On-road            | Equipment replacement | 1            | \$ 20,000.00            | Ng's Group Transportation, Inc.                   | 0.420                               | 0.061 | 0.024 | APCO                | San Mateo    |
| 21MOY57   | On-road            | Equipment replacement | 2            | \$ 174,400.00           | Summit Steel Works Corporation                    | 0.071                               | 0.004 | 0.000 | 3/4/2020            | Santa Clara  |
| 21MOY108  | On-road            | Equipment replacement | 1            | \$ 26,750.00            | Ontrack Moving, LLC                               | 0.393                               | 0.026 | 0.003 | APCO                | Alameda      |
| 21MOY107  | Ag/ off-road       | Equipment replacement | 2            | \$ 111,195.00           | Olive Tree Farm                                   | 0.179                               | 0.020 | 0.016 | 3/4/2020            | Sonoma       |
| 21MOY115  | Ag/ off-road       | Equipment replacement | 2            | \$ 279,120.00           | F.A. Maggiore & Sons, LLC                         | 0.707                               | 0.086 | 0.053 | 3/4/2020            | Contra Costa |
| 21MOY122  | Ag/ off-road       | Equipment replacement | 1            | \$ 38,625.00            | TMR Wine Company, LLC                             | 0.047                               | 0.005 | 0.006 | APCO                | Napa         |
| 21MOY111  | Ag/ off-road       | Equipment replacement | 1            | \$ 52,624.00            | Haire Management Co. LLC                          | 0.164                               | 0.111 | 0.018 | APCO                | Napa         |
| 21MOY112  | Ag/ off-road       | Equipment replacement | 2            | \$ 83,700.00            | Walnut Grove Partnership                          | 0.257                               | 0.052 | 0.025 | APCO                | Solano       |

## 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    |                     |                                     |
| 21MOY128  | Ag/ off-road       | Equipment replacement          | 1            | \$ 56,510.00            | Bob Balestra (Vineyard)  | 0.173                               | 0.022 | 0.015 | APCO                | Solano                              |
| 21MOY100  | Marine             | Engine replacement             | 2            | \$ 354,000.00           | Golden Gate Scenic Steamship Corp.                                 | 0.898                               | 0.000 | 0.048 | 3/4/2020            | San Francisco                       |
| 21MOY110  | On-road            | Equipment replacement          | 1            | \$ 40,000.00            | Ahsan Trucking   | 0.662                               | 0.056 | 0.000 | APCO                | Alameda                             |
| 21MOY124  | Ag/ off-road       | Equipment replacement          | 1            | \$ 60,545.00            | Pery Kozlowski Ranch   | 0.047                               | 0.012 | 0.009 | APCO                | Sonoma                              |
| 21MOY126  | Ag/ off-road       | Equipment replacement          | 2            | \$ 77,250.00            | T and M Agricultural Services, LLC                                 | 0.160                               | 0.029 | 0.025 | APCO                | Napa                                |
| 21MOY125  | Marine             | Engine replacement             | 4            | \$ 3,056,000.00         | Baydelta Navigation LTD  | 33.696                              | 4.427 | 1.237 | 3/4/2020            | San Francisco                       |
| 21SBP98   | School bus         | Equipment replacement          | 2            | \$ 323,778.00           | Palo Alto Unified School District                                  | 0.094                               | 0.006 | 0.005 | 3/4/2020            | Santa Clara                         |
| 21SBP114  | School bus         | Equipment replacement          | 4            | \$ 1,672,500.00         | Santa Clara Unified School District                                | 0.440                               | 0.041 | 0.004 | 3/4/2020            | Santa Clara                         |
| 21MOY79   | Marine             | Engine replacement             | 2            | \$ 112,000.00           | Westar Marine Services   | 0.259                               | 0.001 | 0.014 | 3/4/2020            | San Francisco                       |
| 21SBP75   | School bus         | Equipment replacement          | 14           | \$ 3,080,000.00         | West County Transportation Agency                                  | 1.186                               | 0.088 | 0.000 | 3/4/2020            | Sonoma                              |
| 21MOY130  | On-road            | Equipment replacement          | 1            | \$ 50,000.00            | HS_Trucking  | 0.758                               | 0.056 | 0.005 | APCO                | Alameda                             |
| 21MOY147  | Marine             | Engine replacement             | 2            | \$ 182,000.00           | Sophia Fisheries, Inc.   | 0.656                               | 0.006 | 0.024 | 4/15/2020           | San Mateo                           |
| 20SBP186  | School bus         | Equipment replacement          | 7            | \$ 1,504,235.00         | Franklin-McKinley School District (Increase of \$152k from 5/1/19) | 0.461                               | 0.030 | 0.003 | 4/15/2020           | Santa Clara                         |
| 21MOY81   | Off-road           | Portable equipment replacement | 4            | \$ 177,526.00           | Alaska Airlines  | 1.030                               | 0.086 | 0.048 | 5/6/2020            | Alameda, San Francisco, Santa Clara |
| 21MOY150  | Off-road           | Infrastructure                 | 42           | \$ 2,545,297.00         | City & County of San Francisco (SFO)                               | n/a                                 | n/a   | n/a   | 5/6/2020            | San Francisco                       |
| 21MOY132  | Off-road           | Infrastructure                 | 5            | \$ 298,886.00           | SSA Terminals  | n/a                                 | n/a   | n/a   | 5/6/2020            | Alameda                             |
| 21MOY155  | Ag/ off-road       | Equipment replacement          | 1            | \$ 213,960.00           | Andrew J. Poncia dba Poncia Fertilizer Spreading                   | 1.135                               | 0.107 | 0.059 | 5/6/2020            | 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           |                     |                            |
| 21MOY136            | Off-road           | Equipment replacement | 4            | \$ 162,725.00           | Galante Brothers General Engineering  | 0.877                               | 0.160         | 0.093        | 5/6/2020            | Santa Clara                |
| 21MOY149            | On-road            | Equipment replacement | 40           | \$ 13,072,800.00        | Alameda-Contra Costa Transit District | 2.262                               | 0.036         | 0.013        | 5/6/2020            | Alameda                    |
| 21MOY169            | Marine             | Engine replacement    | 2            | \$ 164,000.00           | Amnav Maritime, LLC                   | 0.896                               | 0.076         | 0.025        | tbd                 | Alameda                    |
| 21MOY62             | On-road            | Equipment replacement | 1            | \$ 15,000.00            | Port Container Drayage Logistics LLC  | 0.145                               | 0.010         | 0.000        | APCO                | Alameda                    |
| 21MOY168            | Marine             | Engine replacement    | 2            | \$ 198,000.00           | Blue Runner, Inc.                     | 0.376                               | 0.002         | 0.020        | tbd                 | Marin                      |
| 20FD05              | Ag/ off-road       | FARMER Demonstration  | 3            | \$ 480,000.00           | Zimeno Inc. DBA Monarch Tractor       | 0.331                               | 0.034         | 0.008        | tbd                 | Alameda/<br>Napa           |
| 20FD04              | Ag/ off-road       | FARMER Demonstration  | 4            | \$ 514,688.00           | Solectrac, Inc.                       | 0.760                               | 0.127         | 0.087        | tbd                 | San Mateo/<br>Napa/ Sonoma |
| 21MOY158            | Ag/ off-road       | Equipment replacement | 1            | \$ 87,270.00            | Boething Treeland Farms               | 0.195                               | 0.020         | 0.027        | APCO                | San Mateo                  |
| <b>109 Projects</b> |                    |                       | <b>298</b>   | <b>\$ 49,160,424.00</b> |                                       | <b>160.698</b>                      | <b>16.761</b> | <b>6.369</b> |                     |                            |



### AGENDA 3 - ATTACHMENT 3

Table 1 - Summary of all TFCFA approved and eligible projects (evaluated between 7/1/19 and 5/4/20)

| Project # | Project Category  | Project Description  | Award Amount | Applicant Name                          | Emission Reductions (Tons per year) |       |       | Board/ APCO Approval Date | CARE Area | County        |
|-----------|-------------------|--|--------------|---|-------------------------------------|-------|-------|---------------------------|-----------|---------------|
|           |                   |  |              |   | NO <sub>x</sub>                     | 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  |
| 19EV015   | LD Infrastructure | Install and operate 5 dual-port level 2 (low) and 3 single-port level 2 (high) charging stations at 3 public transit parking facilities in Albany and Oakland  | \$21,500     | Metropolitan Transportation Commission  | 0.010                               | 0.015 | 0.000 | 12/20/19                  | Yes       | Alameda       |
| 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 | 1/29/20                   | 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 Rohnert Park and Santa Rosa  | \$40,000     | Warm Springs Realty Holdings, LLC       | 0.009                               | 0.014 | 0.003 | 9/6/19                    | No        | Sonoma        |
| 19EV052   | LD Infrastructure | Install and operate 2 dual-port level 2 (low) and 1 single-port level 2 (high) charging stations at 1 multi-dwelling unit facility in San Ramon  | \$17,200     | Bollinger Crest Apartment Investors, LP | 0.004                               | 0.006 | 0.000 | 11/19/19                  | No        | Contra Costa  |
| 19EV056   | LD Infrastructure | Install and operate 4 single-port level 2 (high) charging stations at 1 multi-dwelling unit 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     |
| 19EV062   | LD Infrastructure | Install and operate 8 single port level 2 (high) charging stations at 1 multi-dwelling unit facility in Cupertino  | \$23,752     | 19608 Pruneridge Ave (Cupertino), LLC   | 0.014                               | 0.021 | 0.000 | 12/5/19                   | No        | Santa Clara   |
| 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   |

| Project #            | Project Category       | Project Description   | Award Amount | Applicant Name   | Emission Reductions<br>(Tons per year) |       |       | Board/ APCO<br>Approval Date | CARE<br>Area | County        |
|----------------------|------------------------|---|--------------|--|--|-------|-------|------------------------------|--------------|---------------|
|                      |                        |   |              |  | NO <sub>x</sub>                        | ROG   | PM    |                              |              |               |
| 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  |
| 19EV079              | LD Infrastructure      | Install and operate 3 single-port level 2 (high) charging stations at a multi-dwelling unit facility in Campbell  | \$21,000     | Brentwood Campbell, LLC dba Brentwood Apartments                       | 0.005                                  | 0.007 | 0.000 | 11/19/19                     | Yes          | Santa Clara   |
| 19EV080              | LD Infrastructure      | Install and operate 3 single-port level 2 (high) charging stations at a multi-dwelling unit facility in Campbell  | \$21,000     | Lyon NC Portfolio Investors, LLC dba Lyon Pebble Creek Apartments, LLC | 0.005                                  | 0.007 | 0.000 | 12/5/19                      | No           | Santa Clara   |
| 19EV081              | LD Infrastructure      | Install and operate 3 single-port level 2 (high) charging stations at a multi-dwelling unit facility in Campbell  | \$21,000     | Pruneyard West, LLC dba Pruneyard West Apartments                      | 0.005                                  | 0.007 | 0.000 | 11/19/19                     | Yes          | Santa Clara   |
| 19EV082              | LD Infrastructure      | Install and operate 3 single port level 2 (high) charging stations at a multi-dwelling unit facility in Campbell  | \$21,000     | Lyon NC Portfolio Investors, LLC dba Lyon Shadow Creek Apartments, LLC | 0.005                                  | 0.007 | 0.000 | 12/5/19                      | Yes          | Santa Clara   |
| 19EV083              | LD Infrastructure      | Install and operate 3 single-port level 2 (high) charging stations at a multi-dwelling unit facility in Mountain View   | \$21,000     | Lyon NC Portfolio Investors, LLC dba Lyon Maplewood Apartments, LLC    | 0.005                                  | 0.007 | 0.000 | 12/5/19                      | No           | Santa Clara   |
| 19RFG23 <sup>s</sup> | LD Vehicles            | Scrap and replace 7 light-duty vehicles with zero-emission vehicles, scrap and replace 1 heavy-duty shuttle with an electric shuttle, purchase 8 light-duty electric vehicles to add to the fleet, and install 14 dual-port level 2 charging stations | \$33,700     | City of Berkeley   | 0.005                                  | 0.003 | 0.000 | Pending                      | Yes          | Alameda       |
| 19RFG24**            | LD Vehicles            | Purchase 4 new electric light duty vehicles   | \$9,200      | Alameda County   | 0.001                                  | 0.001 | 0.000 | APCO                         | Yes          | Alameda       |
| 20R02                | LD Vehicles            | Vehicle Buy Back Program  | \$150,000    | BAAQMD   | N/A                                    | N/A   | N/A   | NA                           | No           | Regional      |
| 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 | 11/20/19                     | Yes          | Contra Costa  |
| 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 | 1/29/20                      | No           | Santa Clara   |
| 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 | 11/21/19                     | 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 | 1/29/20                      | Yes          | Alameda       |
| 20R17                | Bicycle Facilities     | Install and maintain 80 electronic bicycle lockers in Belmont, Redwood City, Mountain View, Sunnyvale, and San Jose   | \$200,000    | Peninsula Corridor Joint Powers Board                                  | 0.043                                  | 0.048 | 0.130 | 11/20/19                     | Yes          | Multi-County  |
| 20R19                | Bicycle Facilities     | Install 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 | 11/20/19                     | Yes          | Alameda       |
| 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 | 11/21/19                     | 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 | 11/20/19                     | 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 | 1/29/20                      | Yes          | Multi-County  |
| 20R27                | Bicycle Facilities     | Install and maintain 36 electronic bicycle lockers at the Seaplane Lagoon Ferry Terminal, Harbor Ferry Terminal, and Alameda City Hall  | \$88,000     | City of Alameda  | 0.013                                  | 0.017 | 0.042 | 3/4/20                       | Yes          | Alameda       |
| 20R29                | Bicycle Facilities     | Install 1.8 miles of Class I bikeway in Morgan Hill   | \$70,500     | City of Morgan Hill  | 0.002                                  | 0.004 | 0.007 | 5/1/20                       | No           | Santa Clara   |
| 19RFG18 <sup>h</sup> | Off-road (non-ag)      | Purchase and operate 5 electric vehicles  | \$6,360      | Another Corporate ISP LLP DBA Monkeybrains                             | 0.000                                  | 0.000 | 0.000 | 10/30/19                     | Yes          | Alameda       |
| 19RFG20*             | On-road Trucks & Buses | Purchase and operate two electric terminal tractors   | \$29,780     | CASS, Inc.   | 0.174                                  | 0.001 | 0.001 | 3/4/20                       | Yes          | Alameda       |
| 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        |
| 20R28                | On-road Trucks & Buses | Demonstrate 3 zero-emission Class 8 eCascadia trucks on Bay Area routes for Sysco and FedEx   | \$322,500    | Daimler Trucks North America   | 0.252                                  | 0.009 | 0.005 | Pending                      | Yes          | Multi-County  |
| 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         | PresidiGo Downtown Shuttle  | \$120,000    | Presidio Trust   | 0.129                                  | 0.206 | 0.429 | 11/20/19                     | Yes          | San Francisco |
| 20R08                | Trip Reduction         | Pleasanton Connector Shuttles   | \$80,000     | San Joaquin Regional Rail Commission                                   | 0.202                                  | 0.285 | 0.772 | 11/20/19                     | Yes          | Alameda       |
| 20R10                | Trip Reduction         | Caltrain Shuttle Program  | \$485,000    | Peninsula Corridor Joint Powers Board                                  | 1.893                                  | 2.280 | 5.292 | 11/20/19                     | No           | Multi-County  |
| 20R13                | Trip Reduction         | Cupertino On-Demand Shuttle Pilot Program   | \$192,900    | Santa Clara Valley Transportation Authority (VTA)                      | 0.055                                  | 0.063 | 0.140 | 11/20/19                     | No           | Santa Clara   |
| 20R18                | Trip Reduction         | SJSU Ridesharing & Trip Reduction   | \$111,000    | Associated Students, San Jose State University                         | 0.154                                  | 0.162 | 0.372 | 1/29/20                      | Yes          | Multi-County  |
| 20R20                | Trip Reduction         | Rideshare to Transit in San Mateo County  | \$300,000    | City/County Association of Governments of San Mateo County             | 0.126                                  | 0.123 | 0.313 | 3/4/20                       | No           | San Mateo     |
| 20R25                | Trip Reduction         | ACE Shuttle Bus Program   | \$949,000    | Santa Clara Valley Transportation Authority                            | 1.254                                  | 1.276 | 3.450 | 3/4/20                       | Yes          | Santa Clara   |

| Project #            | Project Category | Project Description  | Award Amount        | Applicant Name     | Emission Reductions<br>(Tons per year) |              |               | Board/ APCO<br>Approval Date | CARE<br>Area | County      |
|----------------------|------------------|--|---------------------|--------------------|--|--------------|---------------|------------------------------|--------------|-------------|
|                      |                  |  |                     |                    | NO <sub>x</sub>                        | ROG          | PM            |                              |              |             |
| 19RFG21 <sup>†</sup> | School Bus       | Purchase and operate 15 battery-electric school buses  | \$276,200           | Zūm Services, Inc. | 0.111                                  | 0.006        | 0.029         | 3/4/20                       | Yes          | Alameda     |
| 20RSB01 <sup>‡</sup> | School Bus       | Match funding for Project #21SBP98 and #21SBP114 for the replacement of 6 diesel/CNG school buses with battery electric school buses | \$681,052           | BAAQMD             | N/A                                    | N/A          | N/A           | 3/4/20                       | No           | Santa Clara |
| <b>Total</b>         |                  | <b>64 Projects</b>   | <b>\$13,474,767</b> |                    | <b>6.554</b>                           | <b>7.363</b> | <b>11.508</b> |                              |              |             |

§ The award amount is in addition to \$67,214 in RFG funds.

\*\* The award amount is in addition to \$25,286 in RFG funds.

‡ The award amount is in addition to \$14,940 in RFG funds.

\* The award amount is in addition to \$102,390 in RFG funds.

† The award amount is in addition to \$173,800 in RFG funds.

‡ In addition to \$1,996,278 in state funds, this TFCA award amount includes \$513,500 to Project #21SBP98 and \$167,552 to Project #21SBP114.

Table 2 - Summary of all RFG approved and eligible projects (evaluated between 7/1/18 and 5/4/20)

| Project #             | Project Category       | Project Description  | Award Amount       | Applicant Name                                | Emission Reductions<br>(Tons per year) |              |              | Board/ APCO<br>Approval Date | CARE<br>Area | County  |
|-----------------------|------------------------|--|--------------------|---|--|--------------|--------------|------------------------------|--------------|---------|
|                       |                        |  |                    |   | NO <sub>x</sub>                        | ROG          | PM           |                              |              |         |
| 19RFG04*              | Off-road (non-ag)      | Purchase and operate 3 electric forklifts and one electric terminal truck  | \$40,200           | Wyse Logistics                                | 0.097                                  | 0.013        | 0.006        | 10/17/18                     | Yes          | Alameda |
| 19RFG06 <sup>†</sup>  | 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 10 50kW DC fast charging stations  | \$389,400          | EVgo Service, LLC                             | 0.040                                  | 0.060        | 0.001        | 6/5/19                       | 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 <sup>‡</sup>  | Off-road (non-ag)      | Purchase and operate 5 electric vehicles   | \$14,940           | Another Corporate ISP LLP<br>DBA Monkeybrains | 0.000                                  | 0.000        | 0.001        | 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 |
| 19RFG20 <sup>§</sup>  | On-road Trucks & Buses | Purchase and operate 2 electric terminal tractors  | \$102,390          | CASS, Inc.                                    | 0.597                                  | 0.005        | 0.005        | 3/4/20                       | Yes          | Alameda |
| 19RFG21**             | School Bus             | Purchase and operate 15 battery-electric school buses  | \$173,800          | Zūm Services, Inc.                            | 0.070                                  | 0.004        | 0.018        | 3/4/20                       | Yes          | Alameda |
| 19RFG23 <sup>†</sup>  | LD Vehicles            | Scrap and replace 7 light duty vehicles with zero emission vehicles, scrap and replace 1 heavy duty shuttle with an electric shuttle, purchase 8 light duty vehicles to add to the fleet, and install 14 dual port level 2 charging stations | \$67,214           | City of Berkeley                              | 0.011                                  | 0.006        | 0.000        | Pending                      | Yes          | Alameda |
| 19RFG24 <sup>‡‡</sup> | LD Vehicles            | Purchase and operate 4 new light-duty electric vehicles  | \$25,286           | Alameda County                                | 0.000                                  | 0.000        | 0.000        | APCO                         | Yes          | Alameda |
| <b>Total</b>          |                        | <b>11 Projects</b>   | <b>\$1,106,630</b> |   | <b>1.083</b>                           | <b>0.172</b> | <b>0.046</b> |                              |              |         |

\* The award amount is in addition to \$80,000 in TFCA funds.

† The award amount is in addition to \$172,000 in TFCA funds.

‡ The award amount is in addition to \$6,360 in TFCA funds.

§ The award amount is in addition to \$29,780 in TFCA funds.

\*\* The award amount is in addition to \$276,200 in TFCA funds.

† The award amount is in addition to \$33,700 in TFCA funds.

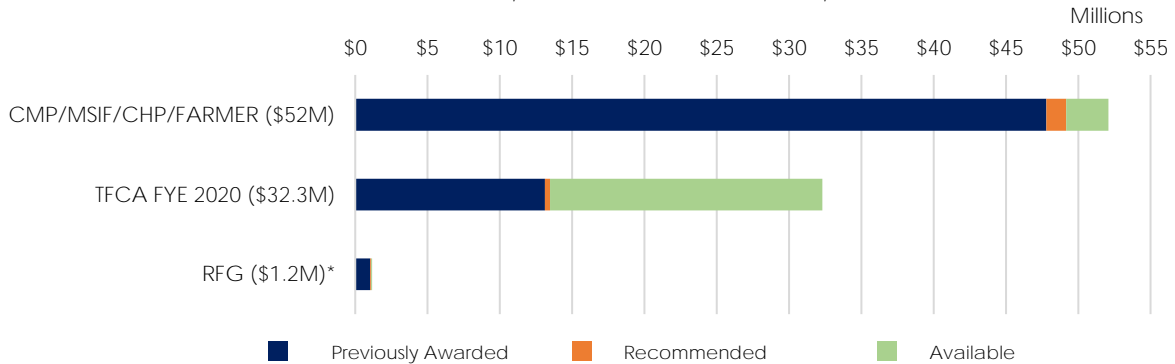
‡‡ The award amount is in addition to \$9,200 in TFCA funds.

# AGENDA 3 - ATTACHMENT 4

Figures 1-3 summarize funding awarded from the following revenue 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 source  
includes funds awarded, recommended for award, and available



\* Includes funding awarded in FYE 2019 for RFG projects

Figure 2. Funding awarded in FYE 2020 by county:  
includes funds awarded & recommended for award

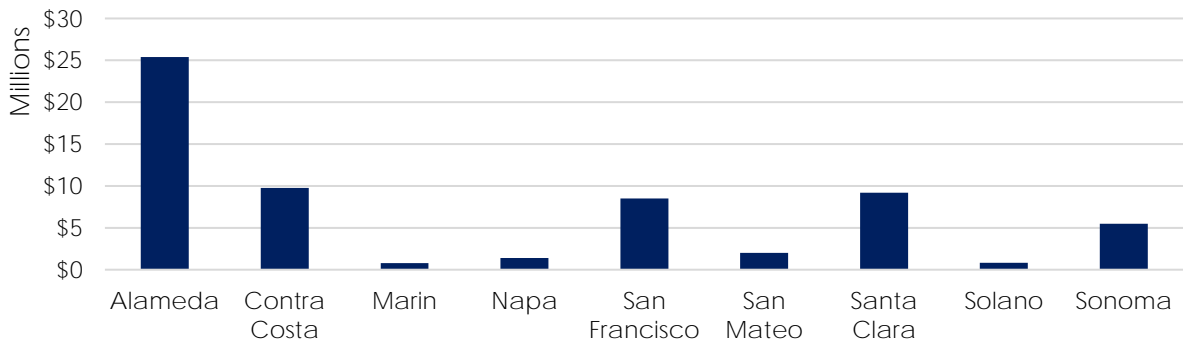
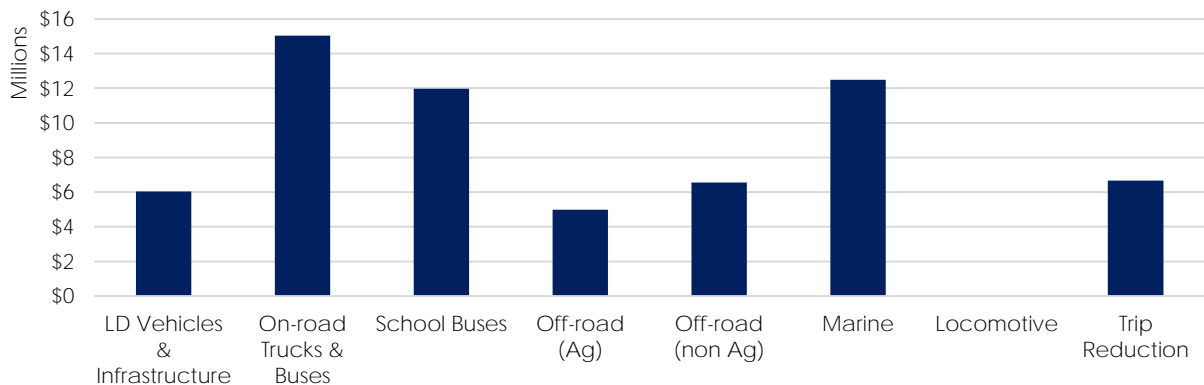


Figure 3. Funding awarded in FYE 2020 by project category  
includes funds awarded & recommended for award



## AGENDA 3 - ATTACHMENT 4

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

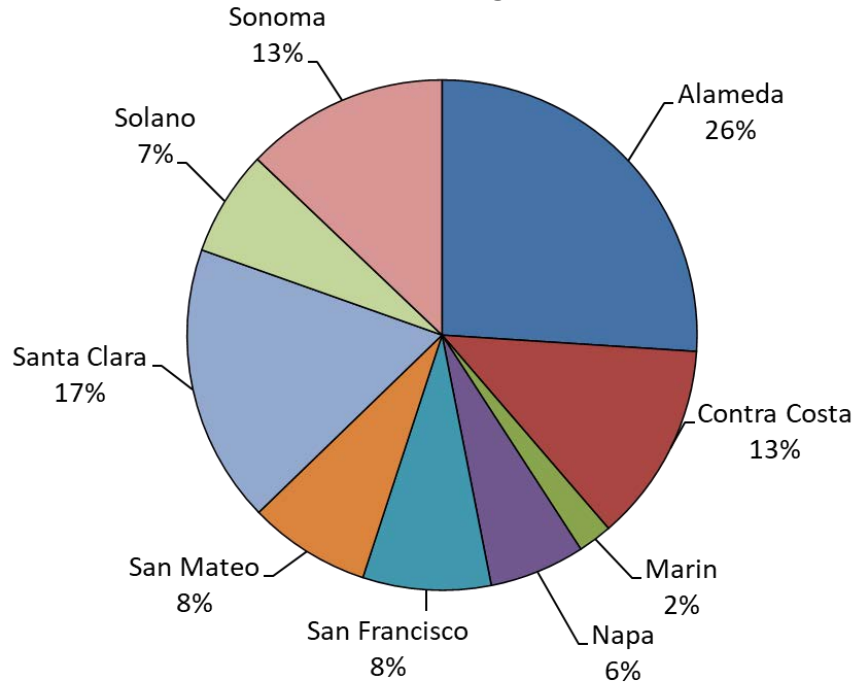
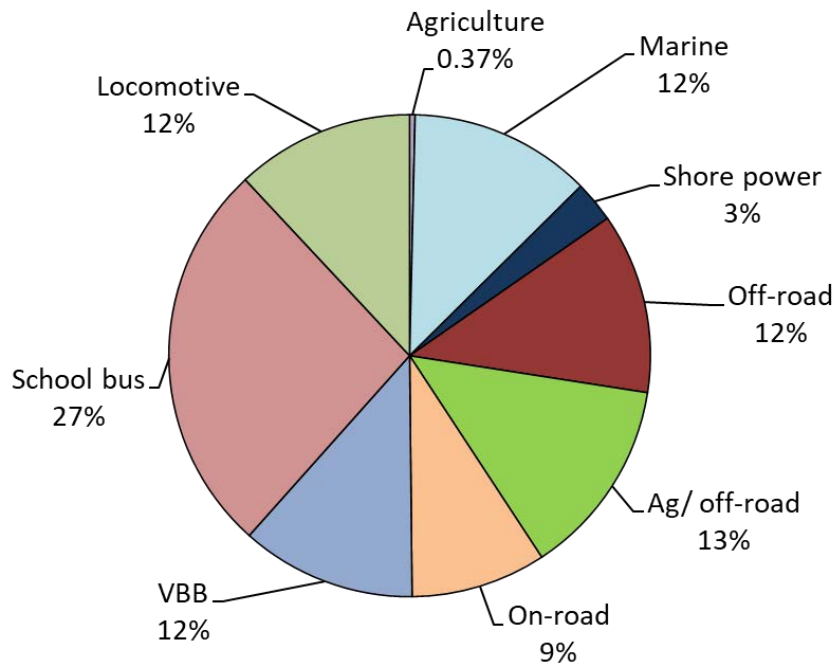


Figure 5. CMP/MSIF/CHP/FARMER funding awarded since 2009 by category



**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: May 11, 2020

Re: Updates to the Transportation Fund for Clean Air (TFCA) Regional Fund Policies  
and Evaluation Criteria for Fiscal Year Ending (FYE) 2021

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**RECOMMENDED ACTION**

Recommend Board of Directors:

1. Approve the proposed FYE 2021 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A.

**BACKGROUND**

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

Sixty percent of TFCA funds are allocated annually by the Board to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air) and to a program referred to as the Regional Fund. The remaining forty percent of TFCA funds are passed-through to the County Program Manager Fund, based on each county's proportionate share of vehicle registration fees paid, and awarded by the nine designated agencies within the Air District's jurisdiction.

On April 15, 2020, the Board approved an allocation of \$13.63 million in new TFCA monies to trip reduction, clean air vehicles, and other Air District sponsored program categories for FYE 2021. An estimated \$25.74 million in TFCA funds, which includes both new and carryover funds from prior years, will be available for award in FYE 2021. At the same meeting, the Board also authorized the Executive Officer/APCO to execute grant agreements with project sponsors whose projects have proposed individual awards up to \$100,000 and that meet the respective governing policies and guidelines. TFCA projects recommended for awards greater than \$100,000 are brought to the Air District's Mobile Source Committee for consideration at least quarterly.

At least annually, the Board considers updates to the Regional Fund Policies and Evaluation Criteria (Policies), which establish the eligibility and evaluation criteria for projects and award of TFCA funding. The Policies include both general requirements, applicable to all Regional Fund projects, and project category-specific requirements.

This report discusses the proposed updates to the Policies for FYE 2021 and the public process through which these updates were developed.

## DISCUSSION

### *Public Outreach Process for FYE 2021 Policies*

On January 15, 2020, the Air District posted the draft Policies on its website and opened the public comment period, which closed on February 26, 2020. The public comment process was advertised via the Air District's TFCA grants email notification system and sent to more than 2,000 stakeholders, including representatives from each of the nine Bay Area Congestion Management Agencies (CMAs). The updates proposed for FYE 2021 were presented and discussed at three public webinar workshops on January 21, February 5, and February 18, 2020, and one conference call with current and prior year TFCA project sponsors on February 10, 2020. Additional meetings to discuss the proposed updates were held with the CMAs on February 4 and 6. Attachment C provides a summary of the public comments received, along with staff's responses.

### *Proposed Updated Policies for FYE 2021*

For FYE 2021, proposed updates were made to the current-year Policies to address the comments and suggestions received from stakeholders throughout the prior year and during the public comment period. Language and grammatical revisions were also made for clarification purposes.

A redlined copy of the Policies for FYE 2021, which shows the proposed updates from the prior year, is included as Attachment B. Below is a summary of the key proposed updates:

- Increase Maximum Grant Amount (policy #7) to allow larger-scale projects.
- Remove the minimum requirement of number of vehicles deployed and operational requirement for On-Road Light- and Medium-Duty Zero- and Partial-Zero-Emissions Vehicles projects (policy #23).
- Remove the minimum vehicle operational requirement for On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses projects (policy #24).
- Adjust the gross vehicle weight rating requirements for light- and medium-duty vehicles (policies #23) and heavy-duty trucks and buses projects (policies #24).

- Add two new project categories: Infrastructure Improvements for Trip-Reduction (policy #33), and Electric Vehicle Charging Infrastructure (policy #26), which has historically been administered as an Air District-Sponsored program since 2010.
- Update Bicycle Parking category (policy #31) to allow more types of bicycle parking facilities to be eligible, and update Bicycle Parking and Bikeway categories (policies #31 and #32) to clarify which types of plans will meet the legislative requirement.
- Streamline and clarify how TFCA Regional Funds will be evaluated and prioritized to better align with Air District priorities (Evaluation Criteria #2).

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. TFCA funds are generated from Department of Motor Vehicles registration fees and distributed to sponsors of eligible projects on a reimbursement basis. Administrative costs are also covered by TFCA.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

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

- Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2021 (Clean)
- Attachment B: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2021 (Redline)
- Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 Policies



**TFCA REGIONAL FUND POLICIES  
AND EVALUATION CRITERIA FOR FYE 2021**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2021.

**BASIC ELIGIBILITY**

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

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

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

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

| <b>Policy #</b> | <b>Project Category</b>   | <b>Maximum C-E (\$/weighted ton)</b>                    |
|-----------------|---|---|
| 22              | On-Road Truck Replacements  | \$90,000  |
| 23              | On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles | \$500,000   |
| 24              | On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses      | \$500,000   |
| 25              | Hydrogen Stations   | \$500,000   |
| 26              | Electric Vehicle Charging Infrastructure                                  | \$500,000   |
| 27              | Vehicle Scrapping   | \$50,000  |
| 28              | Existing Shuttle/Feeder Bus Services                                      | \$200,000; \$250,000 for services in CARE Areas or PDAs |
| 29              | Pilot Trip Reduction  | \$500,000   |
| 30              | Existing Regional Ridesharing Services                                    | \$150,000   |
| 31              | Bicycle Parking   | \$250,000   |
| 32              | Bikeways  | \$500,000   |
| 33              | Infrastructure Improvements for Trip-Reduction                            | \$500,000   |

3. **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 strategy(ies) for achieving and maintaining State and national ozone standards; those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
  - a. **Eligible Recipients:**

- i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
  - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant’s representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 33, project applicants must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
  6. **Minimum Grant Amount:** \$10,000 per project.
  7. **Maximum Grant Amount:** the maximum grant award amounts are:
    - a. Each public agency may be awarded up to a total of \$1,500,000 per calendar year for all projects under policies #28 through #31, and up to a total of \$4,000,000 for all projects under other policies, not to exceed a total award of \$5,500,000 per agency per year; and
    - b. Each non-public entity may be awarded up to a total of \$2,000,000 per calendar year for all projects under #22, #23, and #25, and up to a total of \$3,000,000 for all projects under policies #24 and #26, not to exceed a total award of \$5,000,000 per entity per year.
  8. **Readiness:** Unless otherwise specified in policies #22 through 33, projects must commence by the end of calendar year 2021 or within 12 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, “commence” means either (a) a discrete, necessary and tangible action, such as the issuance of a purchase order to secure project vehicles or equipment or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as shuttle/feeder bus or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
  9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).
  10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

#### **APPLICANT IN GOOD STANDING**

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at the time of the application and at the time of issuance of the grant, they are in compliance with all local, state, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a

review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from a project sponsor who was not eligible for funding at the time of the grant.

12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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

Project sponsors must return funds under any of the following circumstances:

- a. The funds were expended in a manner contrary to the TFCA Regional Funds’ requirements and/or requirements of HSC Code section 44220 et seq;
- b. The project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan;
- c. The funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund;
- d. The project sponsor failed to comply with the approved project scope, as set forth in the project funding agreement.

Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

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

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

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

## **INELIGIBLE PROJECTS**

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

#### **USE OF TFCA FUNDS**

19. **Combined Funds:** Unless otherwise specified in policies #22 through 33, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

#### **ELIGIBLE PROJECT CATEGORIES**

**To be eligible for funding from the TFCA Regional Fund, a proposed project must meet the purpose and requirements for the applicable Project Category.**

##### Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a Gross Vehicle Weight Rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.
23. **On-Road Light-and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium- duty vehicles:
  - a. Vehicles must have a GVWR not exceeding 8,500 lbs.;
  - b. Vehicles may be purchased or leased;
  - c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;

- d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- g. The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 90% of the project's eligible cost.

**24. On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.;
- b. Vehicles may be purchased or leased;
- c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
- d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- g. The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 100% for School Buses and 90% of the project's eligible cost for all other vehicle types.

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

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

**26. Electric Vehicle Charging Infrastructure:** The project is intended to accelerate the adoption of zero-emissions vehicles through the deployment of new electric vehicle charging stations:

- a. Each station must be maintained and operated for a minimum of three years;
- b. Project equipment must be certified by Underwriters Laboratories, Inc. or equivalent safety standard; and
- c. TFCA funding may not be used to pay for on-going operations and maintenance costs.

27. **Vehicle Scrapping:** The project is intended to accelerate the removal of highly polluting vehicles from Bay Area roads. Funding will be provided to owners of on-road motor vehicles who voluntarily scrap vehicles that meet the following requirements:

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee; and
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years;
- c. Vehicles are not eligible for funding from other Air District programs or other public agencies.

Trip Reduction Projects

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

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

29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:
- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NO<sub>x</sub>, and PM<sub>10</sub>);
  - b. The proposed service must be available for use by all members of the public;
  - c. 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;
  - d. If the local transit provider is not a partner, the applicant must demonstrate they have attempted to get 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;
  - e. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users; and
  - f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

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

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

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

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

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

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

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

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

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

Projects are limited to the following types of bikeways:

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

33. **Infrastructure Improvements for Trip-Reduction:** The project will expand the public’s access to alternative transportation modes through the design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.



**REGIONAL FUND EVALUATION CRITERIA:**

Applications may be reviewed on either a first-come, first-served basis or a competitive basis. Projects will be evaluated using the criteria listed below.

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
2. TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:
  - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District CARE Program and other communities identified through the AB 617 process; and
  - b. Projects in PDAs.

**TFCA REGIONAL FUND POLICIES  
AND EVALUATION CRITERIA FOR FYE ~~2020~~2021**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) ~~2020~~2021.

**BASIC ELIGIBILITY**

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

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

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

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

| Policy #      | Project Category   | Maximum C-E (\$/weighted ton)                           |
|---------------|--|---|
| 22            | On-Road Truck Replacements   | \$90,000  |
| 23            | <del>On-Road</del> Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles <del>for Fleets</del> | \$500,000   |
| 24            | On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses                                       | \$500,000   |
| 25            | Hydrogen Stations  | \$500,000   |
| 26            | <del>Electric Vehicle Scrapping</del> Charging Infrastructure  | <del>\$50</del> 500,000                                 |
| 27            | <del>Reserved</del> Vehicle Scrapping  | <del>Reserved</del> \$50,000                            |
| 28            | Existing Shuttle/Feeder Bus Services   | \$200,000; \$250,000 for services in CARE Areas or PDAs |
| 29            | Pilot Trip Reduction   | \$500,000   |
| 30            | Existing Regional Ridesharing Services   | \$150,000   |
| 31            | <del>Electronic</del> -Bicycle <del>Lockers</del> Parking  | \$250,000   |
| 32            | Bikeways   | \$500,000   |
| <del>33</del> | <del>Infrastructure Improvements for Trip-Reduction</del>  | <del>\$500,000</del>                                    |

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

- i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are ~~only~~-eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241 ~~(b)~~(7).
  - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant’s representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through ~~3233~~, project applicants must ~~demonstrate~~provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** ~~Unless otherwise specified in policies #22 through 32,~~ the maximum grant award amounts are:
- a. Each public agency may be awarded up to a total of \$1,500,000 per calendar year; for all projects under policies #28 through #31, and up to a total of \$4,000,000 for all projects under other policies, not to exceed a total award of \$5,500,000 per agency per year; and
  - b. Each non-public entity may be awarded up to \$500,000 per calendar year. a total of \$2,000,000 per calendar year for all projects under #22, #23, and #25, and up to a total of \$3,000,000 for all projects under policies #24 and #26, not to exceed a total award of \$5,000,000 per entity per year.
8. **Readiness:** Unless otherwise specified in policies #22 through ~~3233~~, projects must commence by the end of calendar year ~~2020~~2021 or within 12 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, “commence” means either (a-) a discrete, necessary and tangible preparatory action taken in connection with the project’s operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, such as the issuance of a purchase order to secure project vehicles and/or equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as shuttle/feeder bus or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

## APPLICANT IN GOOD STANDING

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

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

Project sponsors must return funds under any of the following circumstances:

- a. The funds were expended in a manner contrary to the TFCA Regional Funds’ requirements and/or requirements of HSC Code section 44220 et seq.;
- b. The project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan;
- c. The funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund;
- d. The project sponsor failed to comply with the approved project scope, as set forth in the project funding agreement.

Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

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

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

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

## INELIGIBLE PROJECTS

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

## USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

## ELIGIBLE PROJECT CATEGORIES

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

### Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a ~~gross vehiele weight rating~~Gross Vehicle Weight Rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.
23. **On-Road Light and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles ~~for Fleets~~:** The project will ~~accelerate~~help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium-duty vehicles:

- ~~a. Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner;~~
- ~~b.a. Vehicles must have a GVWR not exceeding 14,0008,500 lbs.;~~
- ~~e. Each car and truck must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles. All other vehicle types must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 9,000 miles;~~
- b. Vehicles may be purchased or leased;
- ~~d.c. Eligible vehicle types include are limited to~~ plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved ~~for on-road use~~ by the CARB;
- e.d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- f.e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- g.f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- h.g. The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 90% of the project's eligible cost.

24. **On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:

- a. Each vehicle must be new and have a GVWR greater than 14,0008,500 lbs.;
- b. Vehicles may be purchased or leased;
- ~~e. Each Eligible vehicle must be maintained types are limited to plug-in hybrid-electric, plug-in electric, and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles;~~
- d.c. Eligible fuel cell vehicles. Vehicles must also be approved by the CARB;
- e.d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- f.e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- g.f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- h.g. The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 100% for School Buses and 90% of the project's eligible cost for all other vehicle types.

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

- a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;

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

**26. Electric Vehicle Charging Infrastructure: The project is intended to accelerate the adoption of zero-emissions vehicles through the deployment of new electric vehicle charging stations:**

- a. Each station must be maintained and operated for a minimum of three years;
- b. Project equipment must be certified by Underwriters Laboratories, Inc. or equivalent safety standard; and
- c. TFCA funding may not be used to pay for on-going operations and maintenance costs.

**26.27. Vehicle Scrapping:** The project is intended to accelerate the removal of highly polluting vehicles from Bay Area roads. Funding will be provided to owners of on-road motor vehicles who voluntarily scrap vehicles that meet the following requirements:

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee; ~~and~~
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years;
- c. Vehicles are not eligible for funding from other Air District programs or other public agencies.

**~~27. Reserved:~~**

**Trip Reduction Projects**

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

- a. The ~~service~~project must provide ~~direct~~local feeder bus or shuttle service ~~connections~~between a mass transit hub (e.g., a rail ~~or~~and ferry stations, including Bus Rapid Transit (BRT) station, ferry or bus terminal, ~~or airport~~)stations, airports and a distinct commercial or employment location;
- b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;
- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
- e. **Reserved.**
- f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;

- g. Matching funds must be provided to cover at least 10% of the total project cost and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) of the project;
- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency;
- i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provides service in the area of the proposed route, certifying that the service does not conflict with existing service; and
- j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

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

- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NOx, and PM10);
- b. The proposed service must be available for use by all members of the public;
- c. 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;
- d. If the local transit provider is not a partner, the applicant must demonstrate ~~that~~ they have attempted to ~~haveget~~ 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;
- e. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users; and
- f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

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

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

### Bicycle Projects

31. **~~Electronic Bicycle Lockers~~ Bicycle Parking:** The project will expand ~~the public's~~ public access to new ~~electronic~~-bicycle ~~lockers~~ parking facilities. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), ~~or the Metropolitan Transportation Commission's~~ MTC's



Regional Bicycle Plan, ~~must~~ or other similar plan, and serve a major activity center (e.g. transit station, office building, or school). The ~~electronic~~ bicycle lockersparking facility must be publicly accessible and available for use by all members of the public.

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

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

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

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

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

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

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

Projects are limited to the following types of bikeways:

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

33. **Infrastructure Improvements for Trip-Reduction:** The project will expand the public's access to alternative transportation modes through the design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

**REGIONAL FUND EVALUATION CRITERIA:**

Applications may be reviewed on either a first-come, first-served basis or a competitive basis. Projects will also be evaluated using the ~~evaluation process~~criteria listed below.

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in ~~Table~~the adopted policies and project-specific solicitation guidance.

| <b>Policy #</b> | <b>Project Category</b>   | <b>Evaluation Process</b>   |
|-----------------|---|---|
| 22              | On-Road Truck Replacements  | Applications will be reviewed on a first come, first served basis, and funding amounts for eligible projects will be determined based on a project's cost effectiveness and conformity to their respective project specific Policy requirements.  |
| 23              | Light and Medium Duty Zero and Partial Zero Emissions Vehicles for Fleets |   |
| 24              | On-Road Heavy-Duty Zero and Partial Zero Emissions Trucks and Buses       |   |
| 25              | Hydrogen Stations   | Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost effectiveness score and conformity to Policy #25.   |
| 26              | Vehicle Scrapping   | Applications will be reviewed on a first come, first served basis and eligible projects will be recommended for funding until funding has been depleted.  |
| 27              | Reserved  | Reserved  |
| 28              | Existing Shuttle/Feeder Bus Services                                      | Applications will <del>may</del> be reviewed on either a first come, first served basis or a competitive basis after the submittal deadline. Eligible projects will be evaluated based on their cost effectiveness score and conformity to their respective project specific Policy requirements. In the case of a competitive solicitation, projects will also be ranked based on their potential to expand access to 1 <sup>st</sup> and last mile connections to regional or county wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) and bike share stations. |
| 29              | Pilot Trip Reduction  |   |
| 30              | Existing Regional Ridesharing Services                                    |   |
| 31              | Electronic Bicycle Lockers  | Applications will be reviewed on a first come, first served basis and eligible projects will be recommended for funding until funding has been depleted.  |
| 32              | Bikeways  | Applications <del>may</del> be reviewed on either a first come, first served basis or a competitive basis after the submittal deadline. Eligible projects will be evaluated based on their cost effectiveness score and conformity to Policy #32. In the case of a competitive solicitation, projects will also be ranked based on their potential to expand access to 1 <sup>st</sup> and last mile connections to regional or county wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) and bike share stations.   |

- 1.2.3 TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:

- a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District ~~Community Air Risk Evaluation (CARE)~~ Program and other communities identified through the AB 617 process; and
- b. Projects in ~~Priority Development Areas (PDAs)~~.

**Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 TFCA Regional Fund Policies**

| <b>Commenter &amp; Agency</b>  | <b>Comment</b>   | <b>Staff Response</b>  |
|--|--|--|
| <p>Robert Rich<br/><b>Bay Area Metro</b></p>                         | <p>Would the Air District consider funding “signal timing, signal intelligent transportation systems (e.g. transit signal priority (TSP)) and innovative transit projects (e.g. SAVs, smart bus routing)”?</p>   | <p>TSP projects are not currently eligible for funding under the Regional Fund but are allowable under the County Program Manager Program. Although the Regional Fund has previously funded this project category, the projects funded generally did not achieve all Board adopted polices, e.g., cost-effectiveness and requirement to complete project within specified time period. Staff will be following up with the commenter and continue to explore options for expanding eligible project categories</p> |
| <p>Max Wilcox<br/><b>PowerFlex Systems, Inc.</b></p>                 | <p>I believe the surcharge on motor vehicles to fund the program should not apply to zero-emissions vehicles given that the money is being used to reduce emissions. We shouldn't be charging more to those who have already converted to a zero emissions vehicle.</p>  | <p>TFCA funds are used to reduce both vehicle tailpipe emissions and brake and tire wear emissions. While zero-emissions vehicles effectively reduce tailpipe emissions, still produce brake and tire wear emissions. They also contribute to congestion, which also generates greater air pollutions from combustion-fueled vehicles that idle.</p> <p>Staff discussed these with the commenter on February 4, 2020.</p>  |
| <p>Jianhan Wang<br/><b>CycleSCP</b></p>                              | <p>I'd like to see the electronic lockers section expanded to include more forms of secure bike parking like electronic bike cages and smart racks with at least some form of locking integrated (e.g. Bikeeep) to secure parts of a bike.</p>   | <p>Noted. The proposed updates to the Policies include a provision to expand the eligible bicycle facilities to allow for other forms of secure parking such as bike cages and smart racks. These types of secured parking may be considered for TFCA funding if they also meet all other applicable requirements.</p>   |
| <p>Bruce Beyaert<br/><b>Trails for Richmond Action Committee</b></p> | <p>It is difficult to justify going to the effort of preparing a grant app without foreknowledge of whether the project would be judged cost/effective. Would it be possible to provide guidance for applicants to calculate C/E in advance of preparing grant app or, perhaps, examples of projects that would qualify?</p> | <p>Detailed information including cost-effectiveness and project evaluation criteria are provided in the program application guidance and explained at pre-application webinars.</p> <p>Interested parties are also encouraged to contact staff directly to discuss specific projects in detail and to obtain preliminary cost-effectiveness results prior to the submission of an application.</p>  |

**Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 TFCA Regional Fund Policies**

|  |   |   |
|--|---|---|
| <p><b>Robert Prinz<br/>Bike East<br/>Bay</b></p>         | <p>I have been glad to see TFCA funding used to expand electronic bike locker installations in the East Bay, but have heard from some cities that the amount of administration required for what is a relatively small award deters them from applying. In addition, without a local business, transit agency, or other sponsor to take on locker maintenance (which isn't currently covered via this fund) then especially smaller cities are often reluctant to commit to it themselves.</p> <p>I recommend updating this category to allow for routine locker maintenance funding to be included with a request for funding under category 31, perhaps limited to 2 years from the date of installation. I also suggest looking into opportunities to streamline the administration for this relatively low-cost category, to make it easier for smaller cities with fewer staff to participate.</p>   | <p>The award amount, whether it's for infrastructure or maintenance cost, is limited by the cost-effectiveness threshold.</p> <p>The Air District has previously offered a streamlined voucher program for the purchases and installation of bicycle racks and will explore options for developing a similar streamlined program for other bicycle parking types.</p> |
|  | <p>Also, I have come across some unusual cases where bicycle lockers are not accessible overnight or on weekends, including some being installed at a park and ride lot with gates that are locked after hours. This reduces the utility of the lockers, since there is other car parking nearby but there is often no other secure bike parking. As such I recommend that for category 31 the phrase "...bicycle parking facility must be publicly accessible and available for use by all members of the public..." include the phrase "...at all hours of the day."</p> <p>I appreciate that category 31 is being opened up again to more types of bicycle parking beyond electronic lockers, but would like to see strict requirements set for allowable bicycle rack types, placement, and installation. Too often bicycle racks are chosen for their appearance ahead of their utility, or errors are made with their installation or placement which render the racks unusable or insecure. The City of Oakland's bicycle rack guidelines are among the best I've seen, and I recommend that something similar be incorporated into the standards for this category.</p> | <p>Noted. Staff will explore this suggestion to require bicycle parking facility to be publicly accessible at all hours.</p>  |
| <p><b>Mark Roest<br/>Sustainable<br/>Energy Inc.</b></p> | <p><i>The commenter provided background on many aspects of the company he works for and the future of group rapid transit coaches.</i></p>  | <p>Noted.</p>   |
| <p><b>Claire Garcia<br/>The Lion</b></p>                 | <p>With respect to Policy 4.b, Lion respectfully recommends allowing public agencies to submit their signed resolutions before contracts are executed between such public agencies and</p>  | <p>Noted. The Regional Fund program typically does provide public agencies additional time to submit resolutions after the application deadline</p>   |

**Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 TFCA Regional Fund Policies**

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| <p><b>Electric Co.</b></p> | <p>BAAQMD, rather than at the time of application submittal. This would allow greater flexibility for public agencies to apply, as resolutions can take much longer for them to pass than a signed letter of commitment from a private company. This would level the playing field for public agencies, especially in the context of applications evaluated on a competitive basis, where open solicitation periods can be quite short.</p>   |  |
|                            | <p>For Policy 5, Lion suggests reducing or eliminating the matching funds requirement for public agencies and retaining the 10% requirement for private companies. This would be beneficial for many public agencies that tend to be more cash-strapped than private entities and would allow them to transition their fleets to zero-emission as easily as their private counterparts. TFCA funds should go to those who need them most, and few organizations need more monetary assistance than public agencies.</p>   | <p>Noted. The proposed updates to the Policies include a provision to remove the 10% match requirement and allow TFCA funds to cover up to 100% of costs for zero-emissions school buses.</p>  |
|                            | <p>Lion proposes eliminating the maximum grant award amount per entity per calendar year stated in Policy 7 and instead replacing it with a maximum number of contracts that can be awarded per entity per calendar year. This is because some individual zero-emission vehicle replacement projects can easily amount to close to \$500,000 (the threshold for non-public entities) and thus may only allow one project per non-public entity. If the policy were changed to limit maximum grant awards to 3 contracts per entity, for example, that would guarantee applicants to be able to apply for multiple vehicles, regardless of vehicle cost.</p> | <p>Noted. The proposed updates to the Policies include a provision to change <i>Policy # 7. Maximum Grant Amount</i> and increase the funding caps per agency to address this concern.</p>   |
|                            | <p>Lion respectfully cautions BAAQMD with its Policies regarding deadline extensions, such as Policy 21. Although deadline extensions are reasonable and should be considered in some cases, the goal of the TFCA funds (to reduce motor vehicle emissions within the Bay Area region) can only be realized if project timelines are adhered to and emissions reductions measures are realized in a timely manner.</p>  | <p>Noted.</p>  |
|                            | <p>With regards to Policy 22, Lion respectfully advises BAAQMD to consider allowing only zero-emission on-road trucks as replacement projects. This will greatly accelerate emissions reductions in the Bay Area region and will encourage increased adoption of these clean air vehicles. Such a measure would accomplish the goals of the TFCA funds quickly and realize a healthier environment for all in the Bay Area region.</p>  | <p>Noted. This policy aims to accelerate the replacement of old, polluting heavy-duty trucks where zero-emission heavy-duty technology is not currently commercially available for that vehicle category. Staff continues to monitor the development of new technologies and may consider proposing changes in the future.</p> |

**Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 TFCA Regional Fund Policies**

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|   | <p>As for Policy 24.g, Lion reiterates its suggestion regarding Policy 5 – reducing or eliminating the maximum percentage of project costs that can be covered by combined grant funds for public agencies. This would serve to accelerate the adoption of zero-emission vehicles by public entities and would result in greater emissions reductions in the Bay Area region.</p>   | <p>Noted.</p>   |
|   | <p>Lion strongly supports BAAQMD’s simplification of the Regional Fund Evaluation Criteria to allow for greater program flexibility. They recognize the benefits of both first-come first-served and competitive evaluation styles. They will continue to support BAAQMD as policies are simplified in order to achieve the goals of the TFCA funds – reducing emissions – in the most efficient manner possible.</p>                               | <p>Noted.</p>   |
|   | <p>Finally, Lion commends BAAQMD for proposing to prioritize projects in CARE areas and communities identified by AB617. These are among the state’s most highly impacted communities and their need for swift, effective emissions reductions measures is great and justified. They look forward to partnering with BAAQMD to bring clean air vehicles to these communities.</p>   | <p>Noted.</p>   |
| <p><b>The following comments were received after the close of the Public Comment period</b></p> |   |   |
| <p>Mahlon Aldridge<br/><b>Ecology Action</b></p>  | <p>The commenter proposes for the Air District to adjust policies for the Charge! Program, to accommodate potential applicants who live in multi-unit dwellings and do not have pre-existing reliable and exclusive at-home electric vehicle chargers at their disposal.</p>  | <p>Noted. Staff will explore this suggestion when developing the next cycle for its Charge program.</p>   |
| <p>Sylvia Star-Lack<br/><b>City of Palo Alto</b></p>  | <p>Policy 31:<br/><br/>1. This policy reads as though bicycle parking will only be eligible if it is an individually called out project in a plan. Our City’s Comprehensive Plan and our Bicycle and Pedestrian Transportation Plan do not spell out bicycle parking in that manner. Additionally, this policy could rule out projects that school districts or other non-City agencies might pursue regarding adding bicycle parking capacity.</p> | <p>The authorizing legislation requires projects to be included in an adopted countywide bicycle plan, Congestion Management Plan, the Metropolitan Transportation Commission’s Regional Bicycle Plan, or another similar plan. School Districts can meet this requirement by having projects identified in their facility, safe routes-to-school, or transportation plans.</p> |
|   | <p>2. Also, please consider the use of these funds for scooter and skateboard parking. The Air District could assign a limit, like 25% of the grant, that can go towards scooter/skateboard parking.)</p>   | <p>Noted. The Regional Fund policies do not specifically restrict “bicycle parking facilities” to only bicycles. Staff will be evaluating options for specifying other forms of active transportation such as scooters and skateboards in</p>   |

**Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2021 TFCA Regional Fund Policies**

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|  |  | future policy updates.   |
|  | 3. Please reconsider the prohibition on the use of these funds for bicycle parking upgrades. Major upgrades are needed at most school and many public facilities, and bike parking is an important part of school and commuter mode shift.   | Upgrades that expand the number of existing bicycle parking spaces are eligible for TFCA funding.  |
|  | <p>Policy 32:</p> <p>a. Policy 32A will make it difficult to fill gaps in bike networks that connect to transit facilities but lie beyond the half-mile distance. We have inadequate bikeways in town that are heavily traveled by students and commuters (600 biking and walking combined per day) that are outside of this radius.</p> <p>b. Will Policy 32 allow for widening of an existing Class 1 path that does not meet standards for the high level of use it receives? Please include “Upgrade of Class 1 path to accommodate user flows” as an option.</p> <p>c. Could the Air District please consider a non-geographic criterion that allows for bike network gap closure or facility upgrades to safely accommodate documented use levels?</p> | <p>The Air District prioritizes funding for projects that meet one of the requirements in Policy #31 to maximize air quality benefits, which is required by the funding source.</p> <p>Staff will follow up with commenter to discuss projects that widen existing Class 1 bikeways and close bike network gaps, and facility upgrade projects to explore the methodology for evaluating cost-effectiveness of those projects.</p> |