



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE

COMMITTEE MEMBERS

DAVID CANEPA – CO-CHAIR
ROB RENNIE – VICE CHAIR
PAULINE RUSSO CUTTER
LYNDA HOPKINS
DAVINA HURT
LORI WILSON

KATIE RICE – CO-CHAIR
MARGARET ABE-KOGA
JOHN GIOIA
DAVE HUDSON
KAREN MITCHOFF

**THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY
ASSEMBLY BILL 361**

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(669) 900-6833 or (408) 638-0968

WEBINAR ID: 851 0416 7666

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ORDER TO RECEIVE THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE
YOUR APPLICATION IS UP TO DATE**

**MONDAY
DECEMBER 6, 2021
1:00 P.M.**

AGENDA

1. CALL TO ORDER - ROLL CALL

PLEDGE OF ALLEGIANCE

PUBLIC MEETING

The Committee Co-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 at the time of the meeting. Closed captioning may contain errors and omissions and are not certified for their content or form.

***Public Comment on Agenda Items** The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on matters on the agenda for the meeting, will have three minutes each to address the Committee. No speaker who has already spoken on that item will be entitled to speak to that item again.*

Staff/Phone (415) 749-4941

CONSENT CALENDAR (ITEM 2)

2. APPROVAL OF THE MINUTES OF OCTOBER 28, 2021

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source and Climate Impacts Committee meeting of October 28, 2021.

END OF CONSENT CALENDAR

REGULAR AGENDA (ITEMS 3-5)

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

A. Davis/8731

adavis@baaqmd.gov

The Committee will consider recommending the Board of Directors approve the award of the Carl Moyer Program and Transportation Fund for Clean Air funding to projects with proposed grant awards in excess of \$100,000; and authorize the Executive Officer/APCO to execute grant agreements for the recommended projects.

4. **REPORT ON TRANSPORTATION FUND FOR CLEAN AIR PROJECTS EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING 2021**

M. Berbeco/5070

mberbeco@baaqmd.gov

The Committee will receive an informational report summarizing the findings of the Fiscal Year Ending (FYE) 2021 Report of Expenditures and Effectiveness of Transportation Fund for Clean Air Regional Fund and Air District-sponsored projects.

5. **TRANSPORTATION FUND FOR CLEAN AIR PROGRAM REGIONAL FUND PROJECTS - AUDIT #22 RESULTS**

K. Mak/8660

kmak@baaqmd.gov

The Committee will receive an informational report summarizing the findings of the financial and compliance audits (Audit #22) of Transportation Fund for Clean Air Regional Fund projects and programs.

END OF REGULAR AGENDA

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

Members of the public who wish to speak on matters not on the agenda for the meeting, will have three minutes each to address the Committee.

7. **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)

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

Thursday, January 27, 2022, at 9:30 a.m., via webcast, pursuant to procedures in accordance with Assembly Bill 361.

9. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Co-Chairs.

CONTACT:

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

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

- 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 Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

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

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

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

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

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Terri Levels, at (415) 749-4667 or by email at tlevels@baaqmd.gov

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 BEALE STREET, SAN FRANCISCO, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:

MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

DECEMBER 2021

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Community Equity, Health and Justice Committee	Thursday	2	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee	Monday	6	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Technology Implementation Office Steering Committee - CANCELLED	Thursday	9	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee	Thursday	9	2:00 p.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting	Monday	13	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Special Meeting	Wednesday	15	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Administration Committee - CANCELLED AND RESCHEDULED TO WEDNESDAY, DECEMBER 1, 2021 AT 11:00 AM	Wednesday	15	11:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee - CANCELLED AND RESCHEDULED TO THURSDAY, DECEMBER 9, 2021 AT 2:00 PM	Wednesday	15	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee	Monday	20	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee – CANCELLED AND RESCHEDULED TO MONDAY, DECEMBER 6, 2021, AT 1:00PM	Thursday	23	9:30 a.m.	Webcast only pursuant to Assembly Bill 361

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 2, 2021

Re: Approval of the Minutes of October 28, 2021

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source and Climate Impacts Committee (Committee) meeting of October 28, 2021.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source and Climate Impacts Committee meeting of October 28, 2021.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Luis Espino
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Mobile Source and Climate Impacts Committee Meeting
of October 28, 2021

AGENDA: 2A – ATTACHMENT

Draft Minutes – Mobile Source and Climate Impacts Committee Meeting of October 28, 2021

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 and Climate Impacts Committee Meeting
Thursday, October 28, 2021

This meeting was conducted under procedures authorized by Assembly Bill 361. Members of the Committee participated by teleconference.

1. CALL TO ORDER – ROLL CALL

Mobile Source and Climate Impacts Committee (Committee) Co-Chairperson, Katie Rice, called the meeting to order at 9:32 a.m.

Present: Co-Chairperson and Katie Rice; Vice Chairperson Rob Rennie; and Directors Pauline Russo Cutter, John Gioia, Lynda Hopkins, David Hudson, and Karen Mitchoff.

Absent: Co-Chairperson David Canepa; Directors Margaret Abe-Koga, Davina Hurt, and Lori Wilson.

2. APPROVAL OF THE MINUTES OF MEETING OF SEPTEMBER 23, 2021

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hudson made a motion, seconded by Vice Chair Rennie, to **approve** the Minutes of the Meeting of September 23, 2021; and the motion carried by the following vote of the Committee:

AYES: Cutter, Hopkins, Hudson, Mitchoff, Rennie, Rice.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Canepa, Gioia, Hurt, Wilson.

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

Karen Schkolnick, Director of Strategic Incentives, gave the staff presentation *Projects and Contracts with Proposed Awards over \$100,000*, including: outcome; outline; requested action; Carl Moyer Program (CMP)/Mobile Source Incentive Fund (MSIF), Community Air Protection Program (CAPP), and Funding Agricultural Replacement Measures for Emissions Reductions (FARMER); Transportation Fund for Clean Air (TFCA); incentive funding awarded and recommended since July 2021 by revenue source, project category, and county; climate protection from 2020 incentives; and action requested.

Public Comments

No requests received.

NOTED PRESENT: Director Gioia was noted present at 9:51 a.m.

Committee Comments

The Committee and staff discussed infrastructure expectations for the *Charge!* program, and the cost per charger; what role the Air District plays regarding monitoring ongoing maintenance and usage of the chargers; the request to prioritize the allocation of funds for agricultural vehicle/equipment electrification (pure electric and not natural gas), whether the Air District can partner with the private sector to create a sense of urgency and drive demand for electric agricultural equipment, and the suggestion of having neighboring air districts collaborate in joint messaging to rally legislative support further zero emissions mandates, the suggestion that a letter template (urging the California Building Standards Commission to consider equity for residential EV infrastructure in the 2022 update to the Title 24/CALGreen building codes) be circulated to all Board members immediately; whether the Air District collects feedback from multi-family dwelling residents who have been give access to EV chargers about whether they have since purchased EVs; and the concern about potential electric shortages in multi-family dwellings with this new infrastructure.

Committee Action

Director Hudson made a motion, seconded by Director Gioia, to recommend the Board **approve** the award of Carl Moyer Program funding to projects with proposed grant awards in excess of \$100,000; **authorize** the Executive Officer/Air Pollution Control Officer (APCO) to execute grant agreements for the recommended projects; and **allocate** \$2 million in incentive funding for the EV infrastructure, Charge! Program, for multi-unit dwellings in Assembly Bill (AB) 617 areas; and the motion carried by the following vote of the Committee:

AYES:	Cutter, Gioia, Hopkins, Hudson, Mitchoff, Rennie, Rice.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Abe-Koga, Canepa, Hurt, Wilson.

4. PROPOSED UPDATES TO THE TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER FUND POLICIES FOR FISCAL YEAR ENDING (FYE) 2023

Ken Mak, Supervising Staff Specialist, gave the staff presentation *Proposed Updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2023*, including: outcome; outline; requested action; TFCA; timeline for update to FYE 2023 policies; summary of proposed updates for FYE 2023; next steps for future cycles; and action requested.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the appreciation for the Air District’s communication with the Bay Area counties’ congestion management agencies regarding funding opportunities.

Committee Action

Director Cutter made a motion, seconded by Director Hudson, to recommend the Board **approve** the proposed updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for FYE 2023; and the motion carried by the following vote of the Committee:

AYES: Cutter, Gioia, Hopkins, Hudson, Mitchoff, Rennie, Rice.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Canepa, Hurt, Wilson.

5. CLEAN CARS FOR ALL (CCFA) CONTRACTOR SELECTION

Tin Le, Supervising Staff Specialist, gave the staff presentation *Clean Cars for All Contractor Selection*, including: outcome; outline; requested action; program overview; program funding; application trends; CCFA contractor; Request for Proposals process and results; and recommended actions.

Public Comments

Public comments were given by Lonnie Mason, First Generation; and LaDonna Williams, All Positives Possible.

Committee Comments

The Committee and staff discussed how to mitigate consumers’ preferences for hybrid vehicles over fully electric vehicles.

Committee Action

Director Mitchoff made a motion, seconded by Director Gioia, to recommend the Board **approve** the selection of GRID Alternatives Bay Area as CCFA program contractor; **authorize** the Executive Officer/APCO to execute contracts with GRID Alternatives Bay Area for the CCFA program for up to \$625,000 for an initial two-year term; and **authorize** the Executive Officer/APCO to extend these services and budgets for an additional three years, at the Air District’s discretion, based on contractor performance; and the motion carried by the following vote of the Committee:

AYES: Cutter, Gioia, Mitchoff, Rennie, Rice.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Canepa, Hopkins, Hudson, Hurt, Wilson.

6. ELECTRIC TRANSPORTATION, STATE OF THE MARKET, AND PREPARING FOR THE FUTURE

Dr. Jeff McKay, Chief Financial Officer, introduced Dan Bowermaster, Senior Program Manager at Electric Transportation, who gave the presentation *State of the Market and Preparing for the Future*, including: 2021 EV market highlights; EVs are a huge opportunity for new load and customer interaction; lessons learned from the past two decades of EVs; global trends today; electric transportation is a global market; purchasing decisions are made locally; over 2.1 million EVs have been sold since December 2010; US nationwide new EV market share July 2020-June 2021; US EV launches (at dealers) and what’s expected for 2021; trend – bigger EVs; electric school buses being deployed across the US; how can data help support electrified transportation; what are utilities doing today to support; North American utilities proposed ~\$3.4 billion in EV infrastructure; where is the EV market in the US; electric pickup trucks soon to be an option for customers; hot topic: vehicle-grid integration; and insight from Ford for V2H.

Public Comments

Public comments were given by LaDonna Williams, All Positives Possible.

Committee Comments

The Committee and staff discussed the need for an investment in the distribution and transmission for the power needed for electric transportation systems; concerns about increase in use of backup generators and the resistance to additional and updated reach codes; concerns about the amount of EV sales in the US compared to Europe and Asia; and the goods delivery forecast.

Committee Action

None; receive and file.

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

8. COMMITTEE MEMBER COMMENTS

None.

9. TIME AND PLACE OF NEXT MEETING

Monday, December 6, 2021, at 1:00 p.m., via webcast, pursuant to procedures in accordance with Assembly Bill 361.

10. ADJOURNMENT

The meeting was adjourned at 11:46 a.m.

Marcy Hirtzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 2, 2021

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_x), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road industrial, construction, and agricultural equipment, marine vessels, locomotives, and stationary agricultural pump engines. Since 2018, this funding may also be used to incentivize the installation of infrastructure that will support the deployment of new zero-emissions vehicles and equipment.

Assembly Bill (AB) 923 (Firebaugh), enacted in 2004 (codified as Health and Safety Code (HSC) Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. The revenues from the additional \$2 surcharge are deposited in the Air District's Mobile Source Incentive Fund (MSIF). AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for projects eligible under the CMP.

On January 20, 2021, the Board of Directors (Board) authorized the Air District's participation in Year 23 of the CMP and authorized the Executive Officer/APCO to execute grant agreements and amendments for projects funded with CMP funds or MSIF revenues with individual grant award amounts up to \$100,000.

In 2017, AB 617 directed the CARB, in conjunction with local air districts to establish the Community Air Protection Program (CAPP). 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. AB 617 includes a variety of strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the State, stronger regulation of pollution sources, and incentives for reducing air pollution and public health impacts from mobile and stationary sources. Funding for incentives to support AB 617 communities was approved by the California Legislature beginning in fiscal year ending (FYE) 2018. Funding for the CAPP comes from the State's Greenhouse Gas Reduction Fund (GGRF), which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases.

In May 2020, the Governor issued a revised budget that authorized up to \$200 million for a third cycle of CAPP incentive funding. On June 17, 2020, the Board authorized the Air District to accept, obligate, and expend up to \$40 million in year-3 CAPP. CAPP funds are primarily distributed through the Air District's Community Health Protection (CHP) Grant Program to implement projects eligible under the CMP and optionally on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Staff has also begun working with CARB to expand eligibility to include stationary source projects and projects that have been identified and prioritized by communities with a Community Emissions Reduction Program, pursuant to HSC Section 44391.2.

In February 2018, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines that outline requirements for eligible equipment, i.e., agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations. On October 21, 2019, CARB's Executive Officer approved an update to the FARMER Program Guidelines to include eligibility criteria for demonstration projects. 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 passed through to the designated County Program Manager in each of the nine counties within the Air District's jurisdiction that in turn award TFCA funds to eligible projects within their communities.

On April 7, 2021, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in FYE 2022, cost-effectiveness limits for Air District-sponsored FYE 2022 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 16, 2021, the Board adopted policies and evaluation criteria for the FYE 2022 Regional Fund program.

Projects with grant award amounts over \$100,000 are brought to the Mobile Source and Climate Impacts 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/entities. Along with recommendations for projects and grant awards over \$100,000, staff also updates the Committee on the status of incentive funding for the current fiscal year, including total funding awarded, incentive fund balance available for award, funds allocated by county and by equipment category type, and percentages of funding benefitting impacted and low-income communities. The reported emissions reduction benefits to counties and impacted communities are based on information provided by each applicant.

DISCUSSION

Carl Moyer Program and Community Air Protection Program:

For the FYE 2022, the Air District had approximately \$46 million available in CMP, MSIF, CAPP, and FARMER funds for eligible projects, including prior year funds. This total may change as additional revenue are awarded to the Air District. The Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis.

As of November 4, 2021, the Air District has awarded or evaluated 47 project applications. Of the new applications that were evaluated between September 28, 2021 and November 4, 2021, two eligible projects have proposed grant awards over \$100,000. One marine project will replace two engines with cleaner diesel engines on a charter fishing vessel. One school bus project will replace three diesel buses with zero emission electric buses and install supporting infrastructure and will be co-funded by TFCA, with all emissions reductions being credited to the CMP/MSIF/CAPP as required by the CMP guidelines. These projects will reduce over 1.5 tons of NOx, ROG, and PM per year. Staff recommends the allocation of \$1,890,616 for these projects from a combination of CMP, FARMER, CAPP, and MSIF revenues, and a portion from TFCA to co-fund the school bus project. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2 lists all of the eligible projects that have been awarded by the Air District between July 1, 2021, and November 4, 2021, and includes information about equipment category, award amounts, estimated emissions reductions, county location, and whether the project benefits Air District designated Community Air Risk Evaluation (CARE) areas or disadvantaged (Senate Bill

(SB) 535) and/or low-income (AB 1550) communities. To date, approximately 87% of the funds¹ have been awarded or allocated to low-income residents or to projects that reduce emissions CARE areas, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. This percentage will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

Transportation Fund for Clean Air Program:

For the FYE 2022, the Air District had approximately \$29.39 million in TFCA monies available for eligible projects and programs consisting of new and prior-year revenues. The Air District accepts project applications for certain project categories on a rolling basis and evaluates them on a first-come, first-served basis. There was one project evaluated between September 28, 2021, and November 4, 2021, with a proposed grant award over \$100,000. The proposed school bus project is recommended in the CMP section above for co-funding between CMP/MSIF/CAPP and TFCA revenues.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2021, and November 4, 2021, including information about the project category, award amount, estimated emissions reduction, county location, and whether the project benefits Air District designated CARE areas or disadvantaged SB 535 and/or low-income AB 1550 communities. To date, approximately 85% of the funds¹ have been awarded or allocated to low-income residents or to projects that reduce emissions in CARE, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. The percentage of projects in these communities will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The Air District distributes the CMP, MSIF, CAPP Program, FARMER, and TFCA funding to project sponsors on a reimbursement basis. Funding for administrative costs is provided by each funding source.

¹ For the purpose of determining whether funding was awarded or allocated to low-income residents or to projects that reduce emissions in CARE, SB 535, and/or low-income AB 1550 communities, funds awarded and allocated to date does not include any amounts awarded to regional projects where all communities receive the benefit. It also does not include amounts awarded to projects where the location of the benefit is unknown until additional information becomes available.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Linda Hui, Ken Mak, Chad White, Alona Davis

Reviewed by: Minda Berbeco, Chengfeng Wang

Attachment 1: Projects with grant awards greater than \$100,000 (evaluated between 9/28/21 and 11/4/21)

Attachment 2: CMP/MSIF, FARMER and CAPP projects awarded and allocated between 7/1/21 and 11/4/21

Attachment 3: TFCA projects awarded and allocated projects between 7/1/21 and 11/4/21

Attachment 4: Summary of funding awarded and allocated between 7/1/21 and 11/4/21

AGENDA 3 - ATTACHMENT 1

Table 1 - Carl Moyer Program, Mobile Source Incentive Fund, FARMER, Community Air Protection Program, and Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 9/28/21 and 11/4/21)

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Total Project Cost	Emission Reductions (tons per year)			County
						NO _x	ROG	PM	
22SBP216	Campbell Union High School District	School Bus	Replace three diesel school buses with three electric school buses and install supporting charging infrastructure.	\$ 1,510,616	\$ 1,510,616	0.192	0.010	0.001	Santa Clara
22MOY217	Happy Hooker Sportfishing, LLC	Marine	Replace two Tier 0 main engines with two Tier 3 main engines	\$ 380,000	\$ 475,429	1.340	-0.036	0.056	Alameda, San Francisco, Contra Costa
2 Projects				\$ 1,890,616	\$ 1,986,045	1.532	-0.026	0.057	

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Air Protection Program projects
(awarded and allocated between 7/1/21 and 11/4/21)*

Project #	Project Category	Project Type	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			Board Approval Date	CARE Area	AB1550/SB535 Area	County
						NOx	ROG	PM				
22SBP71***	School Bus	Equipment replacement + Infrastructure	12	\$ 3,775,186	Petaluma City Schools	0.932	0.071	0.005	7/7/2021	No	Yes	Sonoma
22MOY138	Ag/ off-road	Equipment replacement	3	\$ 525,300	Dave Soiland	2.035	0.165	0.097	7/7/2021	No	No	Sonoma
22SBP84***	School Bus	Equipment replacement + Infrastructure	4	\$ 803,786	Rincon Valley Union School District	0.228	0.015	0.003	7/7/2021	No	Yes	Sonoma
22MOY149	Ag/ off-road	Equipment replacement	1	\$ 170,500	Renati Dairy	0.522	0.068	0.048	7/7/2021	No	No	Sonoma
22MOY127	Ag/ off-road	Equipment replacement	2	\$ 107,100	Napa Select Vineyard Services, Inc.	0.187	0.012	0.011	7/7/2021	No	No	Napa
22MOY142	Ag/ off-road	Equipment replacement	2	\$ 105,500	Cobb Creek Holdings, LLC DBA CCH Ag Services	0.205	0.034	0.021	7/7/2021	No	No	Napa
22MOY135	Marine	Engine replacement	1	\$ 154,000	William E. Smith	1.831	0.018	0.069	7/7/2021	No	No	San Mateo
22SBP105	School Bus	Equipment replacement + Infrastructure	4	\$ 1,731,969	Fremont Unified School District	0.414	0.036	0.018	7/7/2021	No	Yes	Alameda
22MOY169	Ag/ off-road	Equipment replacement	2	\$ 132,260	Kenzo Estate, Inc.	0.223	0.020	0.015	7/7/2021	No	No	Napa
22SBP40***	School Bus	Equipment replacement + Infrastructure	5	\$ 889,832	Franklin-McKinley School District	0.250	0.015	0.003	7/7/2021	Yes	Yes	Santa Clara
22MOY158	Marine	Engine replacement	1	\$ 174,000	Laurence J Collins	0.790	0.018	0.028	7/7/2021	No	No	San Francisco
2102-16395	LD Infrastructure	Charge!	--	\$ 21,000	The Millennium Tower Association	0.007	0.004	0.000	7/7/2021	Yes	No	San Francisco
2103-17230	LD Infrastructure	Charge!	--	\$ 64,000	REEF Energy CA Operations LLC	0.098	0.058	0.002	7/7/2021	Yes	Yes	San Francisco
2103-17359	LD Infrastructure	Charge!	--	\$ 48,000	The Shores at Marina Bay Community Association	0.005	0.003	0.000	7/7/2021	Yes	Yes	Contra Costa
2103-17527	LD Infrastructure	Charge!	--	\$ 24,000	EVmatch, Inc.	0.003	0.002	0.000	7/7/2021	Yes	Yes	Alameda
2103-17603	LD Infrastructure	Charge!	--	\$ 32,000	Bollinger Crest Apartment Investors, LP	0.011	0.006	0.000	7/7/2021	No	No	Alameda
2103-17638	LD Infrastructure	Charge!	--	\$ 48,000	Intertie, Incorporated	0.017	0.010	0.000	7/7/2021	Yes	Yes	San Francisco
22MOY130	On-road	Equipment replacement	1	\$ 25,000	Min Jian Huang (jianhuang)	0.841	0.070	0.000	APCO	Yes	Yes	Alameda
22MOY151	Ag/ off-road	Equipment replacement	2	\$ 86,000	Hardin Vineyard Management LLC	0.257	0.055	0.023	APCO	No	No	Napa
22MOY124	On-road	Equipment replacement	1	\$ 25,000	Kulwant Kherra (kskherra)	0.773	0.065	0.000	APCO	Yes	Yes	Alameda
22MOY78	Ag/ off-road	Equipment replacement	1	\$ 31,642	Cortina Vineyard Management	0.047	0.011	0.008	APCO	Yes	Yes	Napa
22MOY143	Ag/ off-road	Equipment replacement	1	\$ 120,800	Kabeela Inc.	0.304	0.022	0.015	10/6/2021	No	Yes	Santa Clara
22MOY131	On-road	Equipment replacement	1	\$ 25,000	Karanbir Singh (karanbirsg)	0.820	0.690	0.000	APCO	No	No	Contra Costa
22MOY166	Ag/ off-road	Equipment replacement	2	\$ 96,400	Stone Bridge Cellars Inc.	0.166	0.009	0.009	APCO	No	No	Napa
22MOY174	On-road	Equipment replacement	1	\$ 25,000	Can Yuan Chen (canchen)	1.008	0.085	0.000	APCO	Yes	Yes	Alameda

AGENDA 3 - ATTACHMENT 2
CMP/MSIF, FARMER and Community Air Protection Program projects
(awarded and allocated between 7/1/21 and 11/4/21)

Project #	Project Category	Project Type	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			Board Approval Date	CARE Area	AB1550/SB535 Area	County
						NOx	ROG	PM				
22MOY92	Ag/ off-road	Equipment replacement	1	\$ 29,550	Paul P. Bianchi, Inc	0.025	0.023	0.007	APCO	No	No	Sonoma
22SBP52	School Bus	Equipment replacement	3	\$ 435,306	Pittsburg Unified School District	0.290	0.022	0.000	10/6/2021	Yes	Yes	Contra Costa
22MOY185	Ag/ off-road	Equipment replacement	1	\$ 67,100	Domenico J. Carinalli, Jr.	0.156	0.010	0.009	APCO	No	No	Sonoma
22MOY99	Ag/ off-road	Equipment replacement	1	\$ 41,100	Daylight Vineyard Management, Inc.	0.062	0.005	0.007	APCO	No	No	Sonoma
22MOY179	Marine	Engine replacement	1	\$ 72,000	Kyle Dryer dba Diamond Sportfishing	0.705	0.009	0.028	APCO	Yes	No	Alameda/Contra Costa/San Francisco
22MOY183	Marine	Engine Replacement	2	\$ 172,500	Joseph Mantua	0.661	0.028	0.028	10/6/2021	No	No	Marin/San Maeto/San Francisco/Sonoma
22MOY140	Marine	Engine Replacement	1	\$ 72,000	Mike Carpenter	0.249	0.008	0.010	APCO	No	No	Marin/San Francisco/Sonoma
22MOY22	Ag/ off-road	Equipment replacement	2	\$ 57,100	Joseph Pinheiro	0.047	0.018	0.010	APCO	No	No	Sonoma
22MOY160	Marine	Engine replacement	4	\$ 3,529,000	Baydelta Navigation LTD	30.665	2.726	1.021	10/6/2021	Yes	Yes	San Francisco, Alameda, Contra Costa, Marin, Solano
21SBP98*	School Bus	Equipment replacement + Infrastructure	--	\$ 242,828	Palo Alto Unified School District	--	--	--	10/6/2021	Yes	Yes	Santa Clara
22SBP14**	School Bus	Equipment replacement + Infrastructure	--	\$ 95,327	Milpitas Unified School District	--	--	--	10/6/2021	Yes	Yes	Santa Clara
22MOY128	On-road	Equipment replacement	1	\$ 15,000	Aman Khan	0.420	0.035	0.000	APCO	Yes	Yes	Alameda
22MOY187	Ag/ off-road	Equipment replacement	1	\$ 30,100	Dierke's Enterprises	0.017	0.015	0.004	APCO	No	No	Sonoma
22MOY190	Ag/ off-road	Equipment replacement	2	\$ 91,170	Anderson's Conn Valley Winery, Inc.	0.108	0.034	0.015	APCO	No	No	Napa
22MOY170	Off-road	Equipment replacement	1	\$ 106,000	Argent Materials INC	0.814	0.041	0.021	11/17/2021	Yes	Yes	Alameda
22MOY209	Ag/ off-road	Equipment replacement	1	\$ 192,600	Global Mushrooms LLC.	0.362	0.049	0.030	11/17/2021	No	Yes	Santa Clara
22MOY167	Ag/ off-road	Equipment replacement	2	\$ 285,700	Ielmorini Moody Dairy	0.871	0.107	0.052	11/17/2021	No	Yes	Sonoma
22MOY196	Marine	Engine replacement	2	\$ 256,000	A.C. Fishing Charters Inc., dba Tigerfish Sportfishing	0.576	0.000	0.031	11/17/2021	Yes	No	Alameda/Contra Costa/Marin/San Francisco
TBD	LD Infrastructure	Charge!§	--	\$ 2,000,000	BAAQMD	TBD [§]	TBD [§]	TBD [§]	11/17/2021	TBD [§]	TBD [§]	Regional
22MOY211	Ag/ off-road	Equipment Replacement	1	\$ 88,900	Pomponio Farms LLC	0.412	0.054	0.031	APCO	No	Yes	San Mateo
22SBP216***	School Bus	Equipment replacement + Infrastructure	3	\$ 887,025	Campbell Union High School District	0.192	0.011	0.001	TBD	Yes	Yes	Santa Clara County
22MOY217	Marine	Engine replacement	2	\$ 380,000	Happy Hooker Sportfishing, LLC	1.340	-0.036	0.056	TBD	Yes	Yes	Alameda, San Francisco, Contra Costa

47 Projects 79 \$ 18,387,581 49.9 4.7 1.7

*This project award reflects an approved increase of \$242,828 in CMP/MSIF/CAPP funds to allow for DC fast-charging infrastructure to be included as part of this project. This project was previously awarded \$513,500.00 of TFCA funds and \$323,778.00 of CMP/MSIF/CAPP funds on 3/4/20.

**The project award reflects an approved increase of \$95,327 in CMP/MSIF/CAPP funds to allow for DC fast-charging infrastructure to be included as part of this project. This project was previously awarded \$204,598.00 of TFCA funds and \$622,556.00 of CMP/MSIF/CAPP funds on 4/7/21.

*** This project is co-funded with TFCA funds as shown on Attachment 3.

§ Award Amount may come from either the Mobile Source Incentive Fund (MSIF) or the Transportation Fund for Clean Air (TFCA).

* Funds have been allocated to these programs and project results will be determined at the end of project period.

AGENDA 3 - ATTACHMENT 3

Table 1 - TFCA projects awarded and allocated (between 7/1/21 and 11/4/21)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (tons per year)			Board/ APCO Approval Date	CARE Area	AB1550/ SB535 Area	County
					NO _x	ROG	PM				
2101-15735	LD Infrastructure	Install and operate 38 DC Fast chargers at 6 transportation corridor facilities in San Francisco, South San Francisco, Millbrae, Menlo Park, and San Jose.	\$ 950,000	EVgo Services LLC	0.350	0.207	0.008	7/7/21	Yes	No	Multi-County
2103-17065	LD Infrastructure	Install and operate 5 Level 2 (high) dual port chargers at 1 transit parking facility in Napa.	\$ 20,000	Napa Valley Transportation Authority	0.014	0.008	0.000	7/7/21	No	No	Napa
2103-17315	LD Infrastructure	Install and operate 135 Level 2 (high) single port chargers and 123 DC fast chargers at 40 destination, transportation corridor, and transit parking facilities in Vallejo, San Jose, Kenwood, Fairfield, Vacaville, Mountain View, and Santa Clara.	\$ 2,999,000	EV Charging Solutions, Inc.	1.446	0.853	0.035	7/7/21	Yes	Yes	Multi-County
2103-17345	LD Infrastructure	Install and operate 2 DC Fast and 2 dual port Level 2 (high) chargers at 2 destination facilities in San Ramon.	\$ 44,000	City of San Ramon	0.024	0.014	0.001	7/7/21	Yes	No	Alameda
2103-17497	LD Infrastructure	Install and operate 17 DC Fast chargers at 1 transportation corridor facility in Oakland.	\$ 425,000	East Bay Community Energy Authority	0.157	0.093	0.004	7/7/21	Yes	Yes	Alameda
2103-17499	LD Infrastructure	Install and operate 8 Level 2 (high) dual port chargers at 1 multi-unit dwelling facility in Alameda.	\$ 64,000	Alameda Multifamily Owner LLC	0.023	0.013	0.001	7/7/21	Yes	No	Alameda
2103-17520	LD Infrastructure	Install and operate 5 Level 2 (high) dual port and 2 Level 2 (high) single port chargers at 2 destination facilities in Dublin.	\$ 26,000	City of Dublin	0.019	0.011	0.000	7/7/21	No	No	Alameda
2103-17524	LD Infrastructure	Install and operate 110 Level 2 (high) single port chargers with solar and 24 Level 2 (high) single port chargers at 3 workplace and 1 destination facilities in Solano.	\$ 406,000	County of Solano	0.309	0.182	0.007	7/7/21	Yes	Yes	Solano
2103-17554	LD Infrastructure	Install and operate 2 Level 2 (high) dual port chargers with solar at 1 workplace facility in Richmond.	\$ 12,000	West County Wastewater District	0.006	0.003	0.000	7/7/21	Yes	Yes	Contra Costa
2103-17625	LD Infrastructure	Install and operate 11 Level 2 (high) dual port chargers at 1 multi-unit dwelling facility in Brentwood.	\$ 44,000	Silvergate Brentwood, LLC	0.037	0.022	0.001	7/7/21	No	No	Contra Costa
21R05	LD Infrastructure	FYE 21 Charge! Program	\$ 10,000	BAAQMD	TBD*	TBD*	TBD*	7/7/21	TBD*	TBD*	Regional
22R02	LD Vehicles	Vehicle Buy Back Program	\$ 200,000	BAAQMD	N/A**	N/A**	N/A**	6/16/21	N/A	N/A	Regional
21RSB03	School Bus	Match funding for Project #22SBP71 for the replacement of 12 diesel school buses with 12 electric school buses.	\$ 1,153,346	BAAQMD	N/A**	N/A**	N/A**	7/7/21	No	Yes	Sonoma
21RSB04	School Bus	Match funding for Project #22SBP84 for the replacement of 3 diesel school buses & 1 CNG school bus with 4 electric school buses.	\$ 892,045	BAAQMD	N/A**	N/A**	N/A**	7/7/21	No	Yes	Sonoma
21RSB05	School Bus	Match funding for Project #22SBP40 for the replacement of 5 diesel special needs school buses with 5 electric special needs school buses.	\$ 1,232,175	BAAQMD	N/A**	N/A**	N/A**	7/7/21	Yes	Yes	Santa Clara
22SBP216	School Bus	Match funding for the replacement of 3 diesel school buses with electric school buses	\$ 623,591	Campbell Union High School District	N/A**	N/A**	N/A**	TBD	Yes	Yes	Santa Clara
21R12	Trip Reduction	Pleasanton Connector Shuttles	\$ 80,000	San Joaquin Regional Rail Commission	N/A ‡	N/A ‡	N/A ‡	6/22/21	No	No	Alameda
22R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$ 150,000	BAAQMD	TBD*	TBD*	TBD*	6/16/21	N/A	N/A	Regional
22R03	Trip Reduction	Spare The Air/Intermittent Control/Flex Your Commute Programs	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	6/16/21	N/A	N/A	Regional
Total			19 Projects	\$11,621,157	2.384	1.408	0.057				

* Funds have been allocated to these programs and projects and results will be determined at the end of project period.

** Emission reductions are fully reported under the Carl Moyer Program to prevent double counting.

‡ Emission reductions will be reported as part of the Spare the Air program (Project #21R03).

AGENDA 3 - ATTACHMENT 4

Summary of funding awarded and allocated from the following revenue sources between 7/1/21 and 11/4/21

- Carl Moyer Program (CMP)
- Community Air Protection Program (CAPP)
- Mobile Source Incentive Fund (MSIF)
- Transportation Fund for Clean Air (TFCA)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)

Figure 1. Status of FYE 2022 funding by source

includes funds awarded, recommended for award, and available

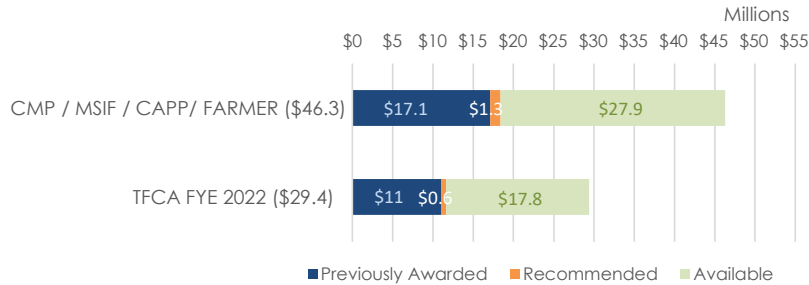


Figure 2. Funding awarded and allocated in FYE 2022 by county

includes funds awarded & recommended for award

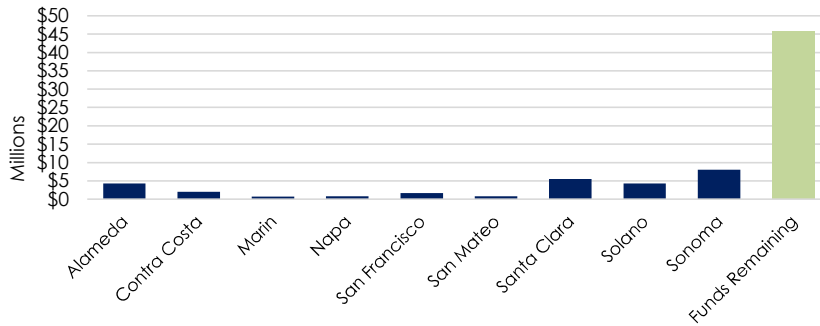
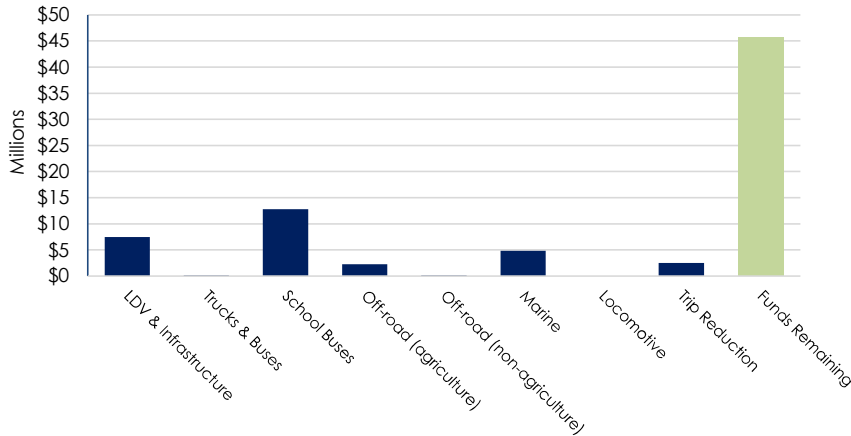


Figure 3. Funding awarded and allocated in FYE 2022 by project category

includes funds awarded & recommended for award



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 2, 2021

Re: Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness
for Fiscal Year Ending 2021

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects and programs. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

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

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

DISCUSSION

The Fiscal Year Ending (FYE) 2021 Report on Expenditures and Effectiveness of Transportation Fund for Clean Air Regional Fund Projects and Air District-Sponsored Programs, found in Attachment 1, evaluated 16 TFCA Regional Fund projects and four Air District-sponsored programs that were completed prior to June 30, 2021. The following are key findings of the FYE 2021 report:

- TFCA funds were allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled \$5.26 million, which includes \$2.55 million in Regional Fund projects, \$1.74 million in Air District-sponsored programs, and \$0.96 million in administrative and indirect costs.
- 54% of TFCA Regional Fund expenditures went to projects in communities identified as cumulative impact areas by the Air District’s Community Air Risk Evaluation (CARE) Program.
- During their operational period, the projects and programs reduced criteria pollutant emissions by an estimated 58.54 tons, including 9.69 tons of reactive organic gases (ROG), 31.02 tons of nitrogen oxides (NO_x), and 17.82 tons of particulate matter (PM₁₀) – and reduced emissions of carbon dioxide (CO₂) by over 24,000 tons.

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

BUDGET CONSIDERATION / FINANCIAL IMPACT

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

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Linda Hui
Reviewed by: Minda Berbeco and Ken Mak

Attachment 1: Fiscal Year Ending 2021 Report on Expenditures and Effectiveness of
Transportation Fund for Clean Air Regional Fund Projects and Air District-
Sponsored Programs

FISCAL YEAR ENDING (FYE) 2021
REPORT ON EXPENDITURES AND EFFECTIVENESS OF
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
REGIONAL FUND PROJECTS AND AIR DISTRICT-SPONSORED PROGRAMS



BAY AREA AIR QUALITY MANAGEMENT DISTRICT
375 BEALE STREET, SUITE 600, SAN FRANCISCO, CA 94105
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DECEMBER 2021

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THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT

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

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

BACKGROUND

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

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

THE TRANSPORTATION FUND FOR CLEAN AIR

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

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

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

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

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

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

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

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

FYE 2021 SUMMARY

This report summarizes the *expenditures* and *effectiveness* of the 16 Regional Fund projects and 4 Air District-sponsored programs that were completed¹ as of the end of fiscal year ending (FYE) 2021 – which was June 30, 2021 – and that were not included in previous reports. **Appendix A** lists each of the Regional Fund projects and Air District-sponsored programs that were summarized as part of this report.

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

Key Highlights of the Projects and Programs Included in this Report

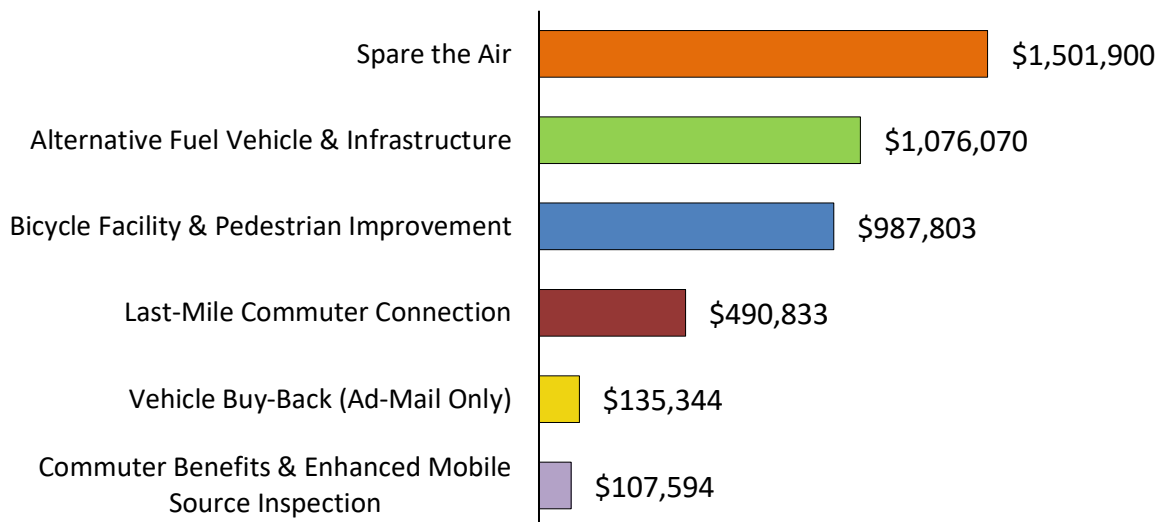
- TFCA funds were allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled \$5.26 million. These expenditures include \$2.55 million in Regional Fund projects, \$1.74 million in Air District-sponsored programs, and \$0.96 million in administrative and indirect costs.
- 54% of TFCA Regional Fund expenditures went to projects in communities identified as *cumulative impact areas* by the Air District’s Community Air Risk Evaluation (CARE) Program.
- During their operational periods, the projects and programs reduced criteria pollutant emissions by an estimated 58.54 tons, including 9.69 tons of reactive organic gases (ROG), 31.02 tons of nitrogen oxides (NO_x), and 17.82 tons of particulate matter (PM₁₀) – and reduced emissions of carbon dioxide (CO₂), by over 24,000 tons.

EXPENDITURES

The expenditure of these projects and programs totals approximately \$5.26 million. This total includes \$1.74 million for the programs administered directly by the Air District, \$2.55 million in Regional Fund grants to other organizations, and \$0.96 million in administrative and audit costs associated with the oversight of the TFCA program in FYE 2021.

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

Figure 1. Summary of FYE 2021 Expenditures



EFFECTIVENESS

The cost-effectiveness of a project or program is calculated by dividing the amount of TFCA funds assigned to the project (awarded or expended) by the sum of criteria pollutant emissions (ROG, NO_x, and weighted PM₁₀) reduced by the project during its operational period. Therefore, projects with a lower value in cost-effectiveness require fewer TFCA funds to reduce one ton of criteria emissions. In other words, a lower numeric value means that the project is more cost-effective. Typically, cost-effective projects are highly utilized, involve the operation of zero-emission vehicles, are located in densely-populated areas or near activity centers or mass transit hubs, and/or are supported with high percentages of matching funds.

Projects and programs included in this report will reduce criteria pollutant emissions over their operational periods by an estimated total of 58.54 tons. This total is the sum of ozone precursors (9.69 tons of ROG and 31.02 tons of NO_x) and particulate matter (17.82 tons of PM₁₀). These projects and programs will also reduce CO₂ emissions over their operational periods by an estimated 24,000 tons.²

The combined weighted-average cost-effectiveness of the projects and programs reported for FYE 2021 is \$66,927 per ton of criteria pollutant emissions reduced. The Board-adopted cost-effectiveness limits for these projects and programs ranged from \$90,000 per ton of criteria pollutant emissions reduced to \$500,000 depending on the project category and the year it was funded. Thus, the resulting combined weighted-average cost effectiveness indicates that these projects and programs are more cost-effective than the lower bound of the approved limit. Many projects continue to operate and reduce emissions even after their operational periods ended; these projects have the potential to be more cost-effective (i.e. lower cost per ton of emissions reduced) in reducing emissions than what is presented in this report.

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

² Emission reductions reported for criteria pollutants and CO₂ do not include emissions from the Vehicle Buy-Back and Enhanced Mobile Source Inspection Programs.

**Table 1: Emission Reductions and Cost-Effectiveness by Program Category
for Projects and Programs Completed by the End of FYE 2021**

Category	# of Projects	TFCA \$ Expended	% of TFCA \$ Expended	Emissions Reduced (tons) ^a	% of Emissions Reduced	Weighted Cost-Effectiveness (\$/ton) ^b
Bicycle Facility & Pedestrian Improvement	7	\$987,803	22.97%	5.33	9.10%	\$182,541
Last-Mile Commuter Connection	4	\$490,833	11.42%	1.31	2.24%	\$339,496
Alternative Fuel Vehicle & Infrastructure	5	\$1,076,070	25.03%	26.21	44.78%	\$39,526
Commuter Benefits & Enhanced Mobile Source Inspection Programs	2	\$107,594	2.50%	0.23	0.39%	\$435,107
Spare the Air Program	1	\$1,501,900	34.93%	25.46	43.49%	\$53,849
Vehicle Buy-Back Program (Ad-Mail Only)	1	\$135,344	3.15%	-	-	-
Total for Projects and Programs^c	20	\$4,299,543	100%	58.54	100%	\$66,927
Administration		\$960,158				

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

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

(c) Totals may vary due to rounding.

The combined weighted-average cost-effectiveness of the projects and programs reported in FYE 2021 is an 81% decline from FYE 2020. The variation of combined weighted-average cost-effectiveness from year to year is primarily due to that fact that different types of projects that have different cost-effectiveness limits were completed and included in the cost-effectiveness evaluation each year. However, in FYE 2021, many of the TFCA-projects in this report have been impacted by the COVID-19, including the FYE 2021 programs, and a few FYE 2020 and 2019 projects. Given the recent impacts from shelter-in-place orders, many TFCA-funded projects experienced lower usage than originally projected. As a result, these projects had higher cost-effectiveness values (less cost-effective) than originally projected.

Three of the Regional Fund projects and one Air District-sponsored program listed in Appendix A did not meet the cost-effectiveness threshold of its respective program at the conclusion of its operational period. Below is a discussion on the performance of these projects and programs, which resulted in a higher than expected cost-effectiveness value.

Project Sponsor: Richmond Community Redevelopment Agency		Project #: 08R74
Project Description: Richmond Transit Village Pedestrian Improvements		
Estimated Weighted Cost-Effectiveness: \$17,628	Actual Weighted Cost-Effectiveness: \$1,358,852	
Discussion: The cost-effectiveness limit for FYE 2008 Regional Fund projects was \$90,000 per ton of emissions reductions. The project was evaluated based on pedestrian and bicyclist counts from 2009 and 2017. On average the number of pedestrians and bicyclists using the improved intersections increased after the project was implemented. However, the project did not increase the usage of the intersection as much as initially estimated. This lower usage may be in part due to when the post-construction study was		

completed, which was a few months after the construction was completed. This short time period between project completion and the study may not completely reflect the emissions benefits that could be achieved over the project useful life. Staff is exploring options to refine and improve the methodology that is used to evaluate this project type to better reflect the realized cost-effectiveness of these projects.

Project Sponsor: County of Alameda		Project #: 19R13
Project Description: Juvenile Justice Center/Fairmont Hospital Shuttle		
Estimated Weighted Cost-Effectiveness: \$249,426	Actual Weighted Cost-Effectiveness: \$17,012,163	
<p>Discussion: The cost-effectiveness limit in FYE 2019 for this project category (<i>Existing Shuttle/Feeder Bus Services</i>) was \$250,000 per ton of emissions reductions. The project was originally awarded using past survey and ridership data. The completed project was closed out and evaluated using current survey and ridership data. One key difference between the ridership survey results was that a lower percentage of riders had switched from a single-occupancy vehicle commute to the bus service than in previous years. In general, attributing emission reductions for existing services is difficult since the cost of attracting new ridership is higher for existing services. This may be in part due to the fact that existing bus ridership numbers are higher and those who would've changed their travel behavior may have already done so in previous years.</p>		

Project Sponsor: Peninsula Corridor Joint Powers Board		Project #: 20R10
Project Description: Caltrain Shuttles		
Estimated Weighted Cost-Effectiveness: \$47,132	Actual Weighted Cost-Effectiveness: \$412,381	
<p>Discussion: The cost-effectiveness limit in FYE 2020 for this project category (<i>Existing Shuttle/Feeder Bus Services</i>) was \$250,000 per ton of emissions reductions. The project operational period was for calendar year 2020. Due to the pandemic, many project sponsors are facing unanticipated challenges and impacts. For this project, starting in mid-March when shelter-in-place orders were in effect, transit ridership dropped and the project sponsor reduced service due to demand. Despite the pandemic, four of the nine routes continued service through the end of the year. The completed project was closed out and evaluated using the number of riders who switched from a single-occupancy vehicle commute to the Caltrain shuttle. This was lower than originally projected, resulting in the project not being cost effective.</p>		

Project Sponsor: Bay Area Air Quality Management District		Project #: 21R01a
Project Description: FYE 2021 Commuter Benefits		
Estimated Weighted Cost-Effectiveness: N/A	Actual Weighted Cost-Effectiveness: \$390,049	

Discussion: The cost-effectiveness limit in FYE 2021 for this project category (*Commuter Benefits*) was \$90,000 per ton of emissions reductions. Since TFCA dollars can only be used to support projects that will result in surplus emission reductions, the methodology used to evaluate cost-effectiveness for this program includes emissions reduction only from organizations that have voluntarily provided commuter benefits to their employees. Employers with 50 or more employees are required to provide commuter benefits to their employees and therefore their emission reductions are not included in this evaluation.

During the pandemic and shelter-in-place orders, many small businesses closed. Additionally, non-essential workers were required to work from home due to the pandemic. 87 employers were voluntarily offering commuter benefits to their employees compared to 561 employers pre-pandemic, resulting in a not cost-effective program. Note that enforcement action was suspended since March 2020 and reactivation is anticipated in early 2022. Because impacts will continue, on April 7, 2021, the Board approved a temporary increase to the cost effectiveness limit for this program starting in FYE 2022.

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

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
08R74	Successor Agency to the Richmond Community Redevelopment Agency	Richmond Transit Village Pedestrian Improvements	\$1,358,852 ^a	\$451,406
16BR022	Gunn High School	Install 92 bike racks for Gunn High School (188 spaces) in Palo Alto	\$48,369	\$11,280
16HDG002	Alameda-Contra Costa Transit District (AC Transit)	Replace 10 2002 buses with electric fuel cell hydrogen buses	\$37,211	\$1,000,000
17EV008	Fremont Lakeview Investment LLC	Install 3 single port Level 2 (high) charging stations & 8 kW solar array in Fremont	\$433,135	\$17,000
17R18	City of Daly City	Install 0.31 miles of Class II and 10.48 miles of Class III bikeways in Daly City	\$57,503	\$125,117
17R27	City of Richmond	Install 5 electronic bicycle lockers (20 spaces) in Richmond	\$242,901	\$40,000
17R29	San Francisco Municipal Transportation Agency	Install 5 electronic bicycle lockers (20 spaces) at a Caltrain station in San Francisco	\$212,409	\$50,000
19EV007	City of Concord	Install 2 dual-port & 1 single-port level 2 (high) charging stations at 2 destination facilities in Concord	\$234,842	\$11,000
19EV022	W-K Arastradero, LLC	Install 2 single-port Level 2 (high) charging stations at a multi-dwelling unit facility in Palo Alto	\$491,809	\$14,000
19EV042	Cool Earth Solar Development LLC	Install 10 dual-port level 2 (high) charging stations at 5 workplace and 1 multi-dwelling unit facilities in Sunnyvale, Fairfield, Pleasanton, and San Ramon	\$144,615	\$34,070
19R13	County of Alameda	Juvenile Justice Center/Fairmont Hospital Shuttle	\$17,012,163 ^a	\$23,480

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
19R14	Presidio Trust	PresidiGo Downtown Shuttle	\$241,823	\$100,000
20R08	San Joaquin Regional Rail Commission	Pleasanton Connector Shuttles	\$151,836	\$33,658
20R10	Peninsula Corridor Joint Powers Board	Caltrain Shuttles	\$412,381 ^a	\$333,695
20R17	Peninsula Corridor Joint Powers Board	Install 80 secure bike locker spaces in Belmont, Redwood City, Mountain View, Lawrence, and San Jose Diridon Caltrain Stations	\$118,566	\$200,000
20R23	Bay Area Rapid Transit District (BART)	Install electronic bike lockers at El Cerrito (24 spaces) and San Leandro (20 spaces) BART Stations	\$188,592	\$110,000
16 Regional Fund Projects			Subtotal of Regional Fund Projects:	\$2,554,705

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
21R01a	BAAQMD	FYE 2021 Commuter Benefits	\$390,049 ^{a,c}	\$96,452
21R01b	BAAQMD	FYE 2021 Enhanced Mobile Source Inspection	not determined ^d	\$11,142
21R02	BAAQMD	FYE 2021 Admail for Vehicle Buy-Back (TFCA portion)	N/A	\$135,344 ^b
21R03	BAAQMD	FYE 2021 Spare the Air	\$53,849 ^c	\$1,501,900

4 Air District-Sponsored Programs				Subtotal of Air District-Sponsored Programs:	\$1,744,837
21R00	BAAQMD	FYE 2021 Administration ^e		N/A	\$960,158
Subtotal of Administration Expenditures for Regional Fund Projects and Air District-Sponsored Programs:					\$960,158
				Grant Total:	\$5,259,701

- (a) Project or program did not meet the cost-effectiveness limit that was adopted by the Board for the year that the project was approved.
- (b) Total FYE 2021 program cost (which includes funds from CMP, MSIF, and TFCA) is \$3,367,604.68.
- (c) Assumed that 55% of the pre-pandemic commuters were still commuting during the pandemic due to essential work.
- (d) Cost-effectiveness cannot be determined due to a small sample size of 2 survey responses during the pandemic.
- (e) Sixty percent of the total administrative and audit costs expended in FYE 2021.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: December 2, 2021

Re: Transportation Fund for Clean Air Program Regional Fund Projects - Audit #22 Results

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects and programs. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

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

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

DISCUSSION

The *Audit Summary Report*, included as Attachment 1, summarizes the results of Audit #22 conducted by Simpson & Simpson covering Regional Fund and Air District-sponsored projects completed prior to June 30, 2020 and a review of Air District's administrative expense of TFCA funds incurred between July 1, 2019 and June 30, 2020. For the purpose of TFCA audits, projects are considered "completed" after the Air District has approved a project sponsor's final invoice, which documents the project sponsor's expenditure of all eligible project funds and the completion of transportation services or all initial project milestones. A list of these projects is available in Appendix B of the attached report. **No audit findings were identified during this audit.**

Audit field work was conducted by Simpson & Simpson, LLP during the months of April 2021 through September 2021. Following the completion of field work, Simpson & Simpson, LLP issued a draft audit report to each of the project sponsors and offered an opportunity to those with any preliminary findings to provide a management response.

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

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

The AUP results are currently being reviewed internally and will be used by staff to further improve its administration of the TFCA program.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sara Lanning

Reviewed by: Karen Schkolnick, Minda Berbeco and Ken Mak

Attachment 1: TFCA Audit #22 Summary Report.

**12/6/2021 MOBILE SOURCE AND CLIMATE
IMPACTS COMMITTEE MEETING
AGENDA ITEM #5 – ATTACHMENT 1**

**BAY AREA AIR QUALITY
MANAGEMENT DISTRICT**

**TRANSPORTATION FUND
FOR CLEAN AIR PROGRAM**

AUDIT NO. 22 SUMMARY REPORT



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM**

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**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Audit No. 22 Summary Report**

1 – INTRODUCTION

The Bay Area Air Quality Management District (Air District) was created by the California legislature in 1955. The Air District's structure, operating procedures and authority are established by Division 26 of the California Health and Safety Code.

The Air District includes seven counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo and Santa Clara and portions of two other counties, Southwestern Solano and Southern Sonoma. The Air District is governed by a twenty-two-member Board of Directors that includes representatives from all of the above counties.

The Air District's jurisdiction is limited principally to policing non-vehicular sources of air pollution within the Bay Area, primarily industry pollution and burning. Any company wishing to build or modify a facility in the Bay area must first obtain a permit from the Air District to ensure that the facility complies with all applicable rules.

The Air District also acts as the program administrator for Transportation Fund for Clean Air (TFCA) funds and Mobile Source Incentive funds (MSIF) derived from Assembly Bill 434 and Assembly Bill 923 respectively. TFCA and MSIF funding comes from a \$4 and \$2 surcharge, respectively, on motor vehicles registered within the Air District. TFCA funding may only be used to fund eligible projects that reduce motor vehicle emissions and support the implementation of the transportation and mobile source control measures in the Clean Air Plan in place at time of award. All projects must fall within the categories listed in State Law (Health and Safety Code Section 44241).

The Health and Safety Code requires the Air District to pass-through no less than 40% of the TFCA revenues raised within a particular county, after audit and administrative costs, to that county's designated Program Manager. The remaining 60% is for Regional Fund grants and is being allocated to projects on a competitive basis. Projects are evaluated using the Air District's Board adopted evaluation and scoring criteria.

2 – PROGRAM DESCRIPTION

Health and Safety Code Section 44223 and 44225 authorize a surcharge on the motor vehicle registration fee (surcharge) to be used by the Bay Area Air Quality Management District (Air District) and local governments specifically for programs to reduce air pollution from motor vehicles. The Department of Motor Vehicles collects the surcharge and allocates the amounts to the Air District. The Air District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Under the TFCA Program, money is allocated to two funds: (1) 60% is placed in the Regional Fund and allocated to agencies on a competitive basis by the Air District and (2) 40% is placed in the Program Manager Fund and allocated to designated agencies. Allowable projects under Health and Safety Code Section 44241 include the following:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and “smart streets.”

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Audit No. 22 Summary Report**

2 – PROGRAM DESCRIPTION (continued)

- Implementation of rail-bus integration and regional transit information systems.
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- Implementation of a smoking vehicles program.
- Implementation of an automobile buy-back scrapperage program operated by a governmental agency.
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

State law requires that any agency receiving TFCA funding be subject to an audit, at least once every two years. Health and Safety Code Section 44242 provides the legal compliance guidelines for the Air District to follow in the event revenues are not spent appropriately or when projects do not result in emission reductions. Health and Safety Code Sections 44241 and 44242 are provided in Appendix A.

The Air District retained the firm of Simpson and Simpson LLP to conduct TFCA financial and compliance Audit No. 22, which included Regional Fund projects and Air District-sponsored programs completed prior to June 30, 2020. These audits were conducted during the months of April 2021 through September 2021.

A total of 28 individual project sponsors and 33 projects were audited, with \$6,085,652.24 total funds expended for projects included in Audit No. 22. A listing of the projects audited is provided in Appendix B. Unmodified opinions were issued on all 28 financial audit reports.

3 – AUDIT PROCESS

The audits were designed to address numerous financial and compliance objectives; however, the principal objectives of the audits were to (1) provide assurance that amounts reported in the Schedules of Expenditures are fairly stated, and (2) determine whether projects financed through the Air District's Regional Fund met funding agreement requirements. The audit procedures were specifically designed for TFCA financial and compliance requirements, which is described below:

Audit of the Schedules of Expenditures

The financial audits were conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Audit No. 22 Summary Report**

3 – AUDIT PROCESS (continued)

Procedures performed included, but were not limited to:

- Gaining an understanding of the project sponsors' internal controls over financial reporting of the TFCA program through observation, inquiry, and supporting documentation.
- Tracing expenditures related to the TFCA program to the project sponsor's accounting records.
- Validating TFCA expenditures related to vendor disbursements, payroll, and administrative charges to supporting documentation.
- Conducting interviews with project sponsors to inquire about known, alleged or suspected fraud related to the program.

Compliance Auditing Procedures

The audits were performed in accordance with the requirements outlined in the Health and Safety Code, individual funding agreements and Government Auditing Standards. The principal focus of the compliance auditing procedures was to ensure TFCA expenditures were paid in accordance with the program's objectives (Health and Safety Code Section (HSC) 44241). Compliance audits were planned and performed to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to in the HSC could have a direct and material effect on projects reported in the Schedules occurred.

The audit includes examining, on a test basis, evidence about the project sponsor's compliance with those requirements and performing such other procedures as considered necessary in the circumstances.

Auditing procedures performed included, but were not limited to:

- Testing expenditures for allowable costs in accordance with Section 44241 of the Health and Safety Code.
- Verifying that the project sponsor used the TFCA funds for the reduction of emissions from motor vehicles.

4 – PROJECT SPONSOR FINDINGS

Audit of the Schedules of Expenditures

No project sponsor findings were identified for the projects audited as part of Audit No. 22.

Compliance Auditing Procedures

No project sponsor findings were identified for the projects audited as part of Audit No. 22.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Audit No. 22 Summary Report**

5 – OTHER PROGRAM COMPLIANCE REVIEW

An Agreed Upon Procedures (AUP) engagement was performed to test the project sponsor's compliance with other aspects of the TFCA Funding Agreement. These procedures were determined and prepared by the Air District for the auditors to perform.

The auditors issued a separate AUP Report over their results of the procedures performed.

APPENDIX A

HEALTH AND SAFETY CODE SECTIONS 44241 AND 44242

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Appendix A - Health and Safety Code Sections 44241 and 44242
For Audit No. 22**

44241

- (a) Fee revenues generated under this chapter in the bay district shall be subvned to the bay district by the Department of Motor Vehicles after deducting its administrative costs pursuant to Section 44229.
- (b) Fee revenues generated under this chapter shall be allocated by the bay district to implement the following mobile source and transportation control projects and programs that are included in the plan adopted pursuant to Sections 40233, 40717, and 40919:
 - (1) The implementation of ridesharing programs.
 - (2) The purchase or lease of clean fuel buses for school districts and transit operators.
 - (3) The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
 - (4) Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
 - (5) Implementation of rail-bus integration and regional transit information systems.
 - (6) Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
 - (7) Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
 - (8) Implementation of a smoking vehicles program.
 - (9) Implementation of an automobile buy-back scrappage program operated by a governmental agency.
 - (10) Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
 - (11) The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Appendix A - Health and Safety Code Sections 44241 and 44242
For Audit No. 22**

44241 (continued)

- (c) (1) Fee revenue generated under this chapter shall be allocated by the bay district for projects and programs specified in subdivision (b) to cities, counties, the Metropolitan Transportation Commission, transit districts, or any other public agency responsible for implementing one or more of the specified projects or programs. Fee revenue generated under this chapter may also be allocated by the bay district for projects and programs specified in paragraph (7) of subdivision (b) to entities that include, but are not limited to, public agencies, consistent with applicable policies adopted by the governing board of the bay district. Those policies shall include, but are not limited to, requirements for cost-sharing for projects subject to the policies. Fee revenues shall not be used for any planning activities that are not directly related to the implementation of a specific project or program.
- (2) The bay district shall adopt cost-effectiveness criteria for fee revenue generated under this chapter that projects and programs are required to meet. The cost-effectiveness criteria shall maximize emissions reductions and public health benefits.
- (d) Not less than 40 percent of fee revenues shall be allocated to the entity or entities designated pursuant to subdivision (e) for projects and programs in each county within the bay district based upon the county's proportionate share of fee-paid vehicle registration.
- (e) In each county, one or more entities may be designated as the overall program manager for the county by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolution shall specify the terms and conditions for the expenditure of funds. The entities so designated shall be allocated the funds pursuant to subdivision (d) in accordance with the terms and conditions of the resolution.
- (f) Any county, or entity designated pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds, if those criteria have been modified in any way from the previous year. Any county, or entity designated pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall also hold one or more public meetings to review the expenditure of revenues received pursuant to this section by any designated entity. If any county or entity designated pursuant to subdivision (e) that receives funds pursuant to this section has not allocated all of those funds within six months of the date of the formal approval of its expenditure plan by the bay district, the bay district shall allocate the unallocated funds in accordance with subdivision(c).

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Appendix A - Health and Safety Code Sections 44241 and 44242
For Audit No. 22**

44242

- (a) Any agency which receives funds pursuant to Section 44241 shall, at least once every two years, undertake an audit of each program or project funded. The audit shall be conducted by an independent auditor selected by the bay district in accordance with Division 2 (commencing with Section 1100) of the Public Contract Code. The district shall deduct any audit costs which will be incurred pursuant to this section prior to distributing fee revenues to cities, counties, or other agencies pursuant to Section 44241.
- (b) Upon completion of an audit conducted pursuant to subdivision (a), the bay district shall do both of the following:
 - (1) Make the audit available to the public and to the affected agency upon request.
 - (2) Review the audit to determine if the fee revenues received by the agency were spent for the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717.
- (c) If, after reviewing the audit, the bay district determines that the revenues from the fees may have been expended in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to that plan, the district shall do all of the following:
 - (1) Notify the agency of its determination.
 - (2) Within 45 days of the notification pursuant to paragraph (1), hold a public hearing at which the agency may present information relating to expenditure of the revenues from the fees.
 - (3) After the public hearing, if the district determines that the agency has expended the revenues from the fees in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717, the district shall withhold these revenues from the agency in an amount equal to the amount which was inappropriately expended. Any revenues withheld pursuant to this paragraph shall be redistributed to the other cities within the county, or to the county, to the extent the district determines that they have complied with the requirements of this chapter.
- (d) Any agency which receives funds pursuant to Section 44241 shall encumber and expend the funds within two years of receiving the funds, unless an application for funds pursuant to this chapter states that the project will take a longer period of time to implement and is approved by the district or the agency designated pursuant to subdivision (e) of Section 44241. In any other case, the district or agency may extend the time beyond two years, if the recipient of the funds applies for that extension and the district or agency, as the case may be, finds that significant progress has been made on the project for which the funds were granted.

APPENDIX B
LISTING OF AUDITED PROJECTS

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Appendix B – Listing of Audited Projects
For Audit No. 22**

TFCFA Project Number	Project Sponsor	Project Description	Final Project Expenses
15R28	Clean Energy, a California Corporation	Clean Energy SNG Station Project	\$ 58,690.84
16EV055	Marin Clean Energy	Electric Vehicle Charging Station Project	60,000.00
16EV056	Bay Area Headquarters Authority (BAHA)	Electric Vehicle Charging Station Project	64,872.31
16HDZ002	Solano County Transit	Electric Bus Project	63,728.00
16HDZ007	Marin County Transit District	Battery-Electric Bus Project	135,022.00
17EV021	North First SJ, LP	Electric Vehicle Charging Station Project	156,000.00
17EV023	San Francisco Estuary Institute	Electric Vehicle Charging Station Project	18,000.00
17EV024	Old Redwood Commons Association	Electric Vehicle Charging and Solar Project	120,000.00
17R18	City of Daly City	Bikeway Project	125,197.00
17R27	City of Richmond	Electronic Bicycle Locker Project	40,000.00
17R30	City of Oakland	Electronic Bicycle Locker Project	36,000.00
18EV029	Creative Center of Los Altos dba Pinewood School	Electric Vehicle Charging Station Project	48,000.00
18EV031	The Ignatian Corporation	Electric Vehicle Charging Station Project	20,000.00
18EV035	Marin Rowing Association	Electric Vehicle Charging Station Project	8,000.00
18R07	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	743,741.00
18R09	Presidio Trust	PresidiGo Shuttle	100,000.00
19R14	Presidio Trust	PresidiGo Downtown Shuttle	100,000.00
18R11	Metropolitan Transportation Commission	511 Regional Carpool and Vanpool Program	584,662.50
18R14	City of Petaluma	Bikeway Project	33,037.42
19EV003	Union Investment Real Estate GmbH	Electric Vehicle Charging Station Project	23,298.00
19EV007	City of Concord	Electric Vehicle Charging Station Project	11,000.00
19EV022	W-K Arastradero, LLC	Electric Vehicle Charging Station Project	14,000.00
19EV023	Mode Residences, LLC	Electric Vehicle Charging Station Project	24,000.00
19EV025	Revere Residences LLC	Electric Vehicle Charging Station Project	16,000.00
19EV042	Cool Earth Solar Development LLC	Electric Vehicle Charging Station Project	22,614.00
19R10	San Joaquin Regional Rail Commission	Pleasanton Connector Shuttles	79,151.67
19R13	County of Alameda	Juvenile Justice Center/Fairmont Hospital Shuttle	23,480.00
20R26	California State University, Maritime Academy	Cal Maritime Electric Shuttle Bus Project	13,500.00
20R00	Bay Area Air Quality Management District	Administration	1,285,994.66
20R01	Bay Area Air Quality Management District	Enhanced Mobile Source & Commuter Benefits Enforcement	84,169.67
20R02	Bay Area Air Quality Management District	Vehicle Buy Back Program	120,013.42
20R03	Bay Area Air Quality Management District	Space the Air/Intermittent Control Programs	1,764,853.83
16BR00A	Bay Area Air Quality Management District	Bicycle Rack Voucher Program (BRVP)	88,625.92
	Final Project Expenses		<u>\$ 6,085,652.24</u>
	Total Projects		33
	Total Project Sponsors		28