



BOARD OF DIRECTORS  
MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE

COMMITTEE MEMBERS

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

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JOHN GIOIA  
LYNDA HOPKINS  
OTTO LEE  
SHAMANN WALTON

SERGIO LOPEZ – VICE CHAIR  
JUAN GONZALEZ  
DAVID HUDSON  
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# MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING AGENDA

WEDNESDAY, MARCH 8, 2023  
1:00 PM

1<sup>ST</sup> FLOOR, YERBA BUENA ROOM  
375 BEALE STREET  
SAN FRANCISCO, CA 94105

1. **Call to Order - Roll Call**
2. **Pledge of Allegiance**
3. **Public Meeting Procedure**

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

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

***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 a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.*

## **CONSENT CALENDAR (Items 4 - 5)**

4. Approval of the Minutes of the Mobile Source & Climate Impacts Committee Meeting of November 28, 2022

*The Committee will consider approving the attached draft minutes of the Mobile Source & Climate Impacts Committee meeting of November 28, 2022.*

5. Quarterly Update of Grant Awards for the Carl Moyer and Transportation Fund for Clean Air Incentive Programs

*This is an informational item only to provide the Committee with a quarterly status update of projects awarded Carl Moyer and Transportation Fund for Clean Air incentive program funding in fiscal year 2022-2023.*

## **ACTION ITEM(S)**

6. Allocation of Transportation Fund for Clean Air Fiscal Year Ending 2024 Funding

*The Committee will consider recommending that the Board of Directors approve the proposed funding allocation for the Transportation Fund for Clean Air Program for Fiscal Year Ending 2024 and authorize the proposed cost-effectiveness limits for specified Air District-sponsored programs and projects. This item will be presented by Ken Mak, Supervising Staff Specialist, in the Strategic Incentives Division.*

## **INFORMATIONAL ITEM(S)**

7. Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness for Fiscal Year Ending 2022

*The Committee will receive an informational report summarizing the findings of the Fiscal Year Ending 2022 Report of Expenditures and Effectiveness of Transportation Fund for Clean Air (TFCA) Regional Fund and Air District-sponsored projects. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.*

8. Proposed 2023 Mobile Source and Climate Impacts Committee Meeting Work Plan

*This is an informational item only and will be presented by Veronica Eady, Senior Deputy Executive Officer.*

## **OTHER BUSINESS**

9. Public Comment on Non-Agenda Matters

*Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair.*

10. Committee Member Comments

*Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

11. Time and Place of Next Meeting

*Wednesday, April 12, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105.  
The meeting will also be webcast for members of the public.*

12. Adjournment

*The Committee meeting shall be adjourned by the Chair.*

**CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
**375 BEALE STREET, SAN FRANCISCO, CA 94105**  
[vjohnson@baaqmd.gov](mailto:vjohnson@baaqmd.gov)

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

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the 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](http://www.baaqmd.gov/accessibility) to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Suma Peesapati, at (415) 749-4967 or by email at [speesapati@baaqmd.gov](mailto:speesapati@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**

**MARCH 2023**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Board of Directors Stationary Source and Climate Impacts Committee</b>	<b>Wednesday</b>	<b>8</b>	<b>9:00 a.m.</b>	<b>1st Floor, Yerba Buena and Ohlone Rooms</b>
<b>Board of Directors Mobile Source and Climate Impacts Committee</b>	<b>Wednesday</b>	<b>8</b>	<b>1:00 p.m.</b>	<b>1st Floor, Yerba Buena and Ohlone Rooms</b>
<b>Board of Directors Meeting</b>	<b>Wednesday</b>	<b>15</b>	<b>9:00 a.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>
<b>Board of Directors Community Equity, Health and Justice Committee</b>	<b>Wednesday</b>	<b>15</b>	<b>1:00 p.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>
<b>Board of Directors Legislative Committee</b>	<b>Wednesday</b>	<b>15</b>	<b>3:30 p.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>
<b>Community Advisory Council Meeting</b>	<b>Thursday</b>	<b>16</b>	<b>6:00 p.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>
<b>Path to Clean Air Community Emissions Reduction Plan Steering Committee</b>	<b>Monday</b>	<b>20</b>	<b>5:30 p.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>

HL 3/1/2023 – 1:20 p.m.

G/Board/Executive Office/Moncal

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Myrna Melgar and Members  
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 8, 2023

Re: Approval of the Minutes of the Mobile Source & Climate Impacts Committee  
Meeting of November 28, 2022

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source & Climate Impacts Committee (Committee) meeting of November 28, 2022.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source & Climate Impacts Committee meeting of November 28, 2022.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson

ATTACHMENTS:

1. Draft Minutes of the Mobile Source and Climate Impacts Committee Meeting of November 28, 2022



Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, California 94105  
(415) 749-5073

**DRAFT MINUTES**

Mobile Source and Climate Impacts Committee Meeting  
Monday, November 28, 2022

**This meeting was conducted under procedures in accordance with Assembly Bill 361(Rivas 2021). Members of the Committee participated by teleconference.**

**1. CALL TO ORDER – ROLL CALL**

Mobile Source and Climate Impacts Committee (Committee) Chairperson, Teresa Barrett, called the meeting to order at 9:30 a.m.

**Roll Call:**

Present: Chairperson Teresa Barrett; Vice Chairperson David Hudson; and Directors Margaret Abe-Koga, David Canepa, John Gioia, Davina Hurt, and Karen Mitchoff.

Absent: Directors Pauline Russo Cutter and Lynda Hopkins.

**2. PLEDGE OF ALLEGIANCE**

**3. PUBLIC MEETING PROCEDURE**

**4. APPROVAL OF THE MINUTES OF OCTOBER 27, 2022**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Vice Chair Hudson made a motion, seconded by Director Canepa, to **approve** the Minutes of October 27, 2022; and the motion carried by the following vote of the Committee:

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

## 5. CLEAN CARS FOR ALL (CCFA) PROGRAM UPDATE

Anthony Fournier, Technology Implementation Officer, and Tin Le, Supervising Staff Specialist, gave the staff presentation *Clean Cars for All Program Update and Allocation*, including: outcome; outline; presentation for information only; background on Bay Area zero emission vehicle (ZEV) goals; Bay Area ZEVs and projected increase to meet 2050 goal; ZEV adoption in the Bay Area; program overview; application trends; CCFA program statistics; outreach; geographic distribution of awards; demographics – income, race/ethnicity, and gender and age; additional participant data; next steps and challenges; and new revenue.

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

### Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

### Committee Comments

The Committee and staff discussed whether the Air District is optimizing this program within the used car market space; incentive amounts available, and how much those would help towards the cost of an electric vehicle within the program; confusion over income program requirements; concern that not all targeted communities are being properly reached about this program; the suggestion of involving the Community Housing Development Corporation in Richmond in program outreach; the disparity between program participants who live in single family homes and those who live in multiple-family dwellings where charging infrastructure may not be available; whether reported issues regarding tax Form 1099-G have been resolved (funding from this program is required to be reported as taxable income); whether the Air District advertises for this program in all nine Bay Area Counties; and the desire for Board members to identify and engage with potential program partners within their jurisdictions.

### Committee Action

None; receive and file.

**6. PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER \$500,000**

Hanna Muegge, Senior Staff Specialist, gave the staff presentation *Projects and Contracts with Proposed Awards over \$500,000* including: action items; outline; Carl Moyer Program (CMP)/Mobile Source Incentive Fund (MSIF), Community Air Protection Program (CAPP), and Funding Agricultural Replacement Measures for Emission Reductions (FARMER); Transportation Fund for Clean Air (TFCA); proposed projects; incentive funds awarded and remaining since July 2022 by project category and county; and action items.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the Air District’s decision to award Penske Truck Leasing Co., L.P. with three grants for charging stations in Alameda and San Mateo Counties; and whether project applicants are within designated Assembly Bill 617 communities, and the request that any awarded projects within those communities be labeled as such in future presentations.

Committee Action

Vice Chair Hudson made a motion, seconded by Director Hurt, to recommend the Board **approve** recommended projects with proposed grant awards over \$500,000 and **authorize** the Interim Executive Officer/Air Pollution Control Officer (APCO) to enter into all necessary agreements with applicants for the recommended projects; and the motion carried by the following vote of the Committee:

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

**7. PARTICIPATION IN 2022-2023 CARL MOYER PROGRAM (CMP)**

Daniel Langmaid, Senior Staff Specialist, gave the staff presentation *Acceptance of 2022-2023 Carl Moyer Program Funding from the California Air Resources Board (CARB)*, including: action items; outline; background on CMP, State Reserve, MSIF, CAP, and FARMER; State incentive funds – historical trends projects and funding; and action items.

Public Comments

No requests received.

Committee Comments

None.

### Committee Action

Vice Chair Hudson made a motion, seconded by Director Mitchoff, to recommend the Board

1. Authorize the Air District to accept, obligate, and expend new fiscal year 2022-2023 State funds from the CARB for CMP Year 25 (up to \$25 million);
2. Allocate up to \$3.3 million in MSIF to provide the required match funding and additional monies for projects eligible for funding under the CMP guidelines;
3. Adopt a resolution authorizing the Air District’s participation in the CMP; and
4. Authorize the Interim Executive Officer/APCO to enter into all agreements necessary to accept, obligate, and expend this funding, and to execute grant agreements and amendments for projects.

The motion carried by the following vote of the Committee:

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

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

No requests received.

### **9. COMMITTEE MEMBER COMMENTS**

Vice Chair Hudson encouraged Board members representing Contra Costa County to engage with potential multi-family building owners in Richmond to apply for Clean Cars for All to establish a successful project in an AB 617 community.

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

At the end of the meeting, the next meeting was to be held at the Call of the Chair, but after the meeting adjourned, the next meeting was scheduled for Wednesday, February 8, 2023, at 1:00 p.m., via webcast, teleconference, and Zoom, under procedures authorized by Assembly Bill 361 (Rivas 2021) allowing remote meetings. The date of the next meeting was later moved to Wednesday, March 8, 2023, at 1:00 pm, in person at 375 Beale Street, San Francisco, CA, 94105, and will also be webcast for members of the public. *Note: On February 28, 2023, the Governor’s State of Emergency will expire, which will prompt the return to in-person public meetings at the Air District. Under Assembly Bill 2449 (Rubio), the Air District is preparing new procedures for in-person meetings that will enable limited remote attendance at publicly accessible locations.*

**11. ADJOURNMENT**

The meeting adjourned at 10:52 a.m.

Marcy Hiratzka  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Myrna Melgar and Members  
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 8, 2023

Re: Quarterly Update of Grant Awards for the Carl Moyer and Transportation Fund for  
Clean Air Incentive Programs

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

**Carl Moyer Program and Mobile Source Incentive Fund**

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 (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Projects eligible under the CMP guidelines include heavy-duty diesel engine applications such as on-road trucks and buses, off-road construction, agricultural equipment, marine vessels, locomotives, stationary agricultural pump engines, and refueling or recharging infrastructure that supports the deployment of new zero-emission vehicles and equipment. Per AB 1390, at least 50% of CMP funds must be allocated to projects that benefit communities with the most significant exposure to air contaminants or localized air contaminants.

Assembly Bill (AB) 923 (Firebaugh), enacted in 2004 (codified as Health and Safety Code (HSC) Section 44225), authorized local air districts to increase motor-vehicle-registration surcharges by up to \$2 additional per vehicle and use the revenue to fund projects eligible under the CMP guidelines. AB 923 revenue is deposited in the Air District's Mobile Source Incentive Fund (MSIF).

The Board of Directors (Board) authorizes the Air District's participation in each cycle of the CMP, including an allocation of MSIF revenue as match funds.

### **Community Air Protection Program**

In 2017, AB 617 directed CARB, in conjunction with local air districts to establish 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. The AB 617 initiative calls for 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.

Beginning in the fiscal year ending (FYE) 2018, the California Legislature approved funding from the State's Greenhouse Gas Reduction Fund (GGRF), which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases, for the Community Air Protection Program (CAPP). CAPP funds may be used to fund projects eligible under the CMP and on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Following additional approvals from CARB, CAPP funds may also potentially be used to fund stationary source and mobile source projects that have been identified and prioritized by communities with a Community Emissions Reduction Program, pursuant to HSC Section 44391.2. At least 80% of CAPP funds must be allocated to projects that benefit disadvantaged communities (Senate Bill (SB)535), and low-income communities (AB 1550).

### **Funding Agricultural Replacement Measures for Emission Reductions (FARMER)**

In February 2018, CARB developed the FARMER Program Guidelines that outline requirements for eligible agricultural equipment replacement projects evaluated under the CMP guidelines, including harvesting equipment, heavy-duty trucks, pump engines, tractors, and other equipment used in agricultural operations. Subsequent updates to the FARMER guidelines expanded eligible projects to include zero-emission demonstration projects and added flexibility for funding zero-emission equipment. Under the California State Budget, GGRF funds are appropriated to CARB for each new cycle of the FARMER program for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector.

### **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 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 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. The remaining forty percent of the funds are passed through to the designated Bay Area County Program Managers, who in turn award TFCA funds to eligible projects within their county. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. On April 6, 2022, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in FYE 2023, and cost-effectiveness limits for Air District-sponsored FYE 2023 programs. On May 4, 2022, the Board adopted policies and evaluation criteria for the FYE 2023 Regional Fund program.

For each new CMP, TFCA, CAPP, and FARMER funding cycle, the Board authorizes the Air District’s participation in these programs. The current cycles for these funding sources are shown in Table 1, with initial or estimated revenues, \$117 million of which will be available for funding FYE 23 projects.

Table 1  
Funding Sources and Initial Revenues

Funding Source Cycle	Initial or Estimated Revenue (in Millions)*	Board Authorization Date
CMP Year 23	\$10.7	1/20/2021
CMP Year 24	\$31.2	12/1/2021
CAPP Year 5	\$35.4	12/1/2021
FARMER Year 4	\$ 3.5	12/1/2021
TFCA Regional Fund FYE 2023	\$28.9	4/6/2022
MSIF	\$12.0	n/a
Total	\$121.7	

\*Some revenues were partially obligated to projects in FYE 22 and therefore full amounts may not be available for award to projects in FYE 23.

Applications for grant funding received by the Air District are reviewed and evaluated for eligibility under the respective governing policies and guidelines established by each funding source, e.g., CARB, the Board. At least quarterly, staff provides updates to the Mobile Source and Climate Impacts Committee or Board of Directors on the status of incentive funding for the current fiscal year, including total funding awarded, remaining funds available for award, funds allocated by county and by equipment category type, and percentage of funding benefitting low-income residents and impacted communities, including Air District-identified Community Air Risk Evaluation (CARE) areas, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. The reported award allocations and emissions reduction benefits to counties and impacted communities, which are based on information provided by each applicant, does not include “regional” projects, where all communities receive benefits, or projects where the location of the benefit has not yet been determined.

On April 6, 2022, the Board authorized the Air Pollution Control Office (APCO)/Executive Officer to approve projects with awards up to \$500,000. For all projects with proposed awards greater than \$500,000, staff brings recommendations of these projects to the Board for approval.



## DISCUSSION

For the FYE 2023, the Air District had approximately \$117 million in funds available for eligible projects, under CMP, MSIF, CAPP, FARMER, and TFCA, including new and prior year funds. This total may change whenever new revenue is awarded to the Air District. Under these funding sources, the Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis. Between the last update to the Board on approved projects on December 7, 2022, and February 2, 2023, there have been no eligible projects with proposed awards of over \$500,000 that require Board approval.

As of February 2, 2023, over \$30.4 million has been awarded to projects or allocated to regional grants since July 1, 2022, that will result in over 35 tons per year in reductions of combined NOx, ROG, and PM emissions. Approximately \$20 million of these funds, or 90.6% of the non-regional awards, 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. This percentage value will continue to 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. Attachment 1, updated at least quarterly, lists all eligible projects that have been awarded by the Air District between July 1, 2022, and February 2, 2023, including information about project equipment, award amounts, estimated emissions reductions, community benefits, and project locations. Attachment 2 provides fiscal year facts and figures on the status of funding available and allocations by county and category as of February 2, 2023.

## BUDGET CONSIDERATION/FINANCIAL IMPACT

The Air District distributes the CMP, MSIF, CAPP, FARMER, and TFCA funding to project sponsors on a reimbursement basis. The projects approved and allocated since the last quarterly report will continue to be paid for out of one or more of these state and local incentive funds upon project completion expected within the next one to three years. Funding for administrative costs to implement these programs, including evaluating, contracting, and monitoring projects for multiple years, is provided by each funding source.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Daniel Langmaid and Linda Hui  
Reviewed by: Alona Davis and Karen Schkolnick

ATTACHMENTS:

1. All projects (awarded, allocated, and recommended 7/1/22 to 2/2/23)
2. Funding Facts and Figures (7/1/22 through 2/2/23)

## ATTACHMENT 1

Data in this table are updated quarterly. Funds awarded or allocated after the date range below will be reflected in the next quarterly update.

### CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects (awarded and allocated between 7/1/22 and 2/2/23)

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source <sup>1</sup>
						NOx	ROG	PM				
23R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	N/A	\$ 150,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
23R02	LD Vehicles	Vehicle Buy Back Program Implementation	N/A	\$ 200,000	BAAQMD	N/A	N/A	N/A	Regional	6/15/22	N/A	1
23R03	Trip Reduction	Spare The Air/ Intermittent Control/ Flex Your Commute Programs	N/A	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
23R04	LD Infrastructure	FYE 23 Charge! Program	N/A	\$ 5,350,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
22MOY305	Ag/ off-road	Equipment replacement	2	\$ 123,600	Shifflett Ranch & Vineyard LLC	0.241	0.035	0.024	Napa	7/1/22	No	2
22MOY311	Ag/ off-road	Equipment replacement	1	\$ 153,100	Jay A Clay	0.363	0.047	0.027	Sonoma	7/8/22	Yes	2
22SBP337	School Bus	Equipment replacement	1	\$ 400,000	Hayward Unified School District	0.042	0.002	0.001	Alameda	7/11/22	Yes	1, 2
22MOY229	Ag/ off-road	Equipment replacement	1	\$ 43,900	Boething Treeland Farms inc.	0.059	0.009	0.006	San Mateo	7/11/22	No	2
22MOY334	Ag/ off-road	Equipment replacement	1	\$ 135,800	Point Reyes Pastures Inc.	0.276	0.036	0.020	Marin	7/11/22	Yes	2
22SBP117	School Bus	Equipment replacement + Infrastructure	8	\$ 4,370,779	San Mateo Union High School District	0.731	0.058	0.026	San Mateo	7/20/22	Yes	1, 2
22SBP232	School Bus	Equipment replacement + Infrastructure	5	\$ 1,916,236	Antioch Unified School District	0.378	0.029	0.002	Contra Costa	7/20/22	Yes	1, 2
22SBP248	School Bus	Equipment replacement	3	\$ 648,794	Mt. Diablo Unified School District	0.203	0.016	0.008	Contra Costa	7/20/22	Yes	1
22MOY320	Ag/ off-road	Equipment replacement	1	\$ 49,300	Atlas Oaks Ranch, LLC	0.047	0.011	0.009	Napa	8/12/22	No	2
22MOY342	Ag/ off-road	Equipment replacement	3	\$ 100,300	Vinas Del Norte LLC	0.181	0.028	0.025	Napa	8/16/22	Yes	2
22MOY341	Ag/ off-road	Equipment replacement	1	\$ 65,800	Williams Ranch	0.276	0.036	0.025	Sonoma	8/17/22	No	2
22MOY234	Ag/ off-road	Equipment replacement	3	\$ 253,300	DCS END POST DRIVING	0.755	0.107	0.062	Napa	9/2/22	No	2
22MOY318	Ag/ off-road	Equipment replacement	1	\$ 49,300	Ahmann Ranches, LLC	0.156	0.024	0.014	Napa	9/9/22	No	2
22MOY359	Ag/ off-road	Equipment replacement	1	\$ 38,900	Spaletta Dairy	0.118	0.018	0.011	Marin	9/21/22	Yes	2
22MOY349	Ag/ off-road	Equipment replacement	1	\$ 92,700	Cobb Creek Holdings, LLC DBA CCH Ag Services	0.162	0.027	0.019	Napa	9/21/22	No	2
22MOY63	Ag/ off-road	Equipment replacement	1	\$ 286,800	B & T Farms	0.684	0.072	0.037	Santa Clara	9/21/22	Yes	2
22SBP279	School Bus	Equipment replacement + Infrastructure	5	\$ 1,640,986	East Side Union High School District	0.502	0.045	0.003	Santa Clara	9/21/22	Yes	1, 2
22SBP340	School Bus	Equipment replacement + Infrastructure	3	\$ 1,237,496	Sequoia Union High School District	0.325	0.033	0.002	San Mateo	9/21/22	Yes	1, 2
22MOY202	On-road	Infrastructure	0	\$ 600,000	Solano County Transit	N/A	N/A	N/A	Solano	12/7/22	Yes	2
22SBP236	School Bus	Equipment replacement + Infrastructure	6	\$ 2,087,000	Liberty Union High School District	0.652	0.050	0.004	Contra Costa	12/7/22	Yes	1, 2
23MOY2	Ag/ off-road	Equipment replacement	2	\$ 440,600	Simoni & Massoni Farms, LLC	1.007	0.062	0.029	Contra Costa	10/24/22	Yes	2
23MOY6	Ag/ off-road	Equipment replacement	1	\$ 72,200	Ortiz Family Farm	0.172	0.021	0.014	Sonoma	10/24/22	Yes	2
23MOY3	Ag/ off-road	Equipment replacement	1	\$ 418,300	Poncica Fertilizer, Inc.	1.056	0.096	0.060	Sonoma	10/28/22	Yes	2
23MOY5	Ag/ off-road	Equipment replacement	1	\$ 60,500	German Vineyards LLC	0.041	0.010	0.008	Solano	10/28/22	No	2
22SBP203 <sup>1</sup>	School Bus	Equipment replacement + Infrastructure	9	\$ 94,024	Oak Grove School District	0.5705	0.0470	0.0035	Santa Clara	12/7/22	Yes	1
22MOY325	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2

## ATTACHMENT 1

Data in this table are updated quarterly. Funds awarded or allocated after the date range below will be reflected in the next quarterly update.

### CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects (awarded and allocated between 7/1/22 and 2/2/23)

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source <sup>1</sup>
						NOx	ROG	PM				
22MOY326	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2
22MOY327	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	San Mateo	12/7/22	Yes	2
22MOY284	Off-road	Engine replacement	3	\$ 850,500	TraPac, LLC	2.592	0.202	0.083	Alameda	12/7/22	Yes	2
23MOY1	Ag/ off-road	Equipment replacement	2	\$ 732,400	Ielmorini Custom Spreading, LLC	2.969	0.303	0.178	Marin	12/7/22	Yes	2
23MOY15	Ag/ off-road	Equipment replacement	1	\$ 78,500	Trademark Vineyards, LLC	0.108	0.017	0.013	Napa	11/4/22	No	2
23MOY23	Ag/ off-road	Equipment replacement	1	\$ 38,200	Martinelli Vineyard Management, Inc.	0.140	0.022	0.013	Sonoma	11/14/22	No	2
23MOY7	Ag/ off-road	Equipment replacement	3	\$ 367,500	C & F Farms inc	0.912	0.106	0.065	Santa Clara	11/15/22	Yes	2
23MOY14	Ag/ off-road	Equipment replacement	2	\$ 94,400	Robert T Jordan, DBA: Grand Crew Vineyard Management	0.046	0.029	0.001	Napa	11/22/22	No	2
23MOY28	Ag/ off-road	Equipment replacement	1	\$ 70,300	Ilsey Brothers Farming, LLC	0.031	0.020	0.001	Napa	11/22/22	No	2
22MOY356	Ag/ off-road	Equipment replacement	1	\$ 93,400	Imhof Tractor Service, Inc	0.247	0.027	0.015	Alameda	11/28/22	Yes	2
23MOY16	Ag/ off-road	Equipment replacement	1	\$ 46,900	Daylight Vineyard Management, Inc.	0.069	0.005	0.004	Sonoma	11/29/22	No	2
23MOY30	Ag/ off-road	Equipment replacement	6	\$ 401,800	Antinori California	0.017	0.387	0.065	Napa	12/28/22	No	2
23MOY29	Ag/ off-road	Equipment replacement	2	\$ 70,900	Channel Lumber	0.069	0.006	0.003	Contra Costa	1/5/23	Yes	2
23MOY25	Ag/ off-road	Equipment replacement	1	\$ 63,600	Navone Vineyard Management Co	0.127	0.019	0.014	Napa	1/12/23	No	2
23MOY60	Ag/ off-road	Equipment replacement	1	\$ 222,300	F.A. Maggiore & Sons, LLC	0.602	0.030	0.015	Contra Costa	2/2/23	Yes	2
23MOY22	Ag/ off-road	Equipment replacement	1	\$ 60,900	Jack Neal and Son Inc	0.144	0.023	0.017	Napa	2/6/23	No	2
23MOY17	Ag/ off-road	Equipment replacement	1	\$ 50,800	JPW Development Co., LLC	0.025	0.023	0.006	Solano	2/6/23	No	2
23MOY37	Ag/ off-road	Equipment replacement	2	\$ 143,000	Fred J Fisher	0.227	0.037	0.027	Sonoma	2/7/23	No	2
VBB-FYE23	LD Vehicles	Vehicle Buy Back program projects	586	\$ 703,200	Various	5.588	9.007	0	All	Through 12/31/2022 <sup>2</sup>	Yes	2
<b>48 Projects</b>			<b>677</b>	<b>\$ 30,458,315</b>		<b>22.9</b>	<b>11.2</b>	<b>1.0</b>				

† Funding source includes (1) Transportation Fund for Clean Air; (2) CMP/MSIF, FARMER and Community Air Protection Program.

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

<sup>1</sup> This project was previously approved on March 2, 2022 for \$4,593,083. This line item represents an increase in funding for the school buses under this project in FYE 2023. The current total project award amount is \$3,474,877.

<sup>2</sup> Awards under the Vehicle Buy Back program were approved between July 1, 2022 and December 31, 2022.

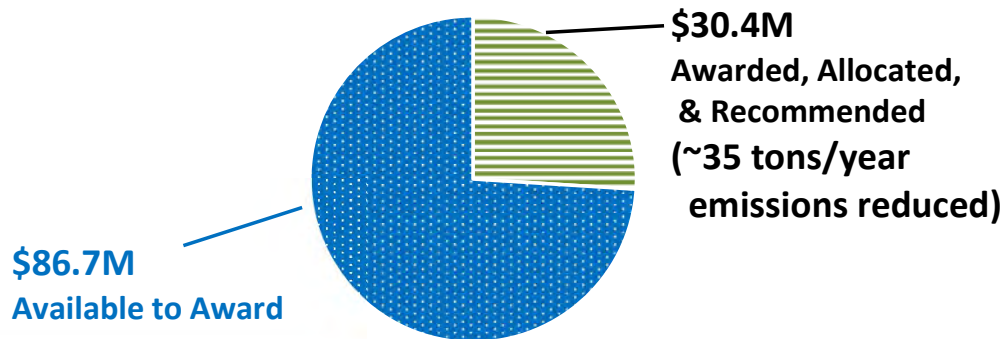
# ATTACHMENT 2

## Funding Facts and Figures

7/1/22 through 2/2/23

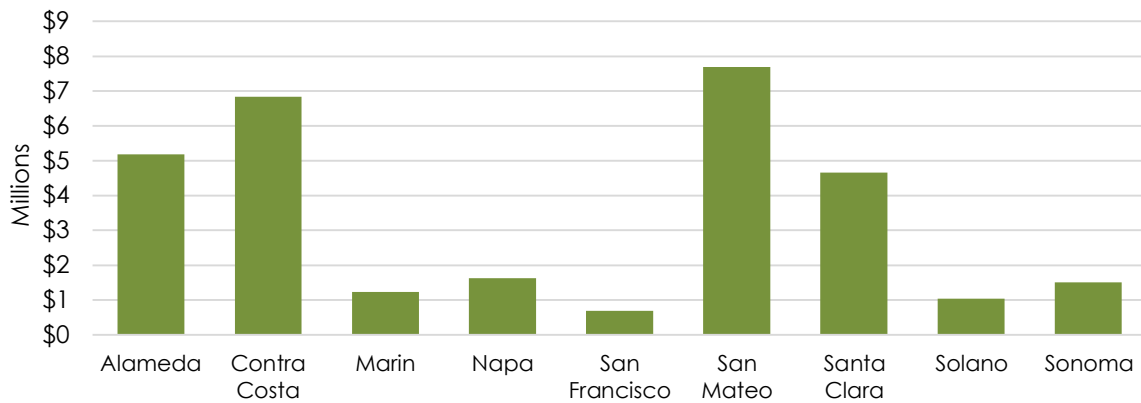
Funding Sources Reported: Transportation Fund for Clean Air (TFCA), Carl Moyer Program (CMP), Community Air Protection Program (CAPP), Mobile Source Incentive Fund (MSIF), and Funding Agricultural Replacement Measures for Emission Reductions (FARMER)

**Figure 1. Status of FYE 2023 funding**



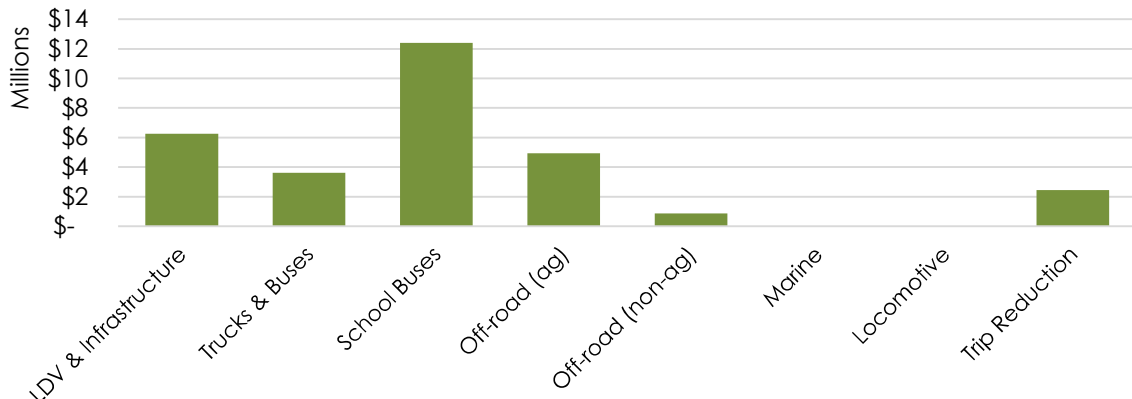
**Figure 2. Funding Awarded by County in FYE 2023**

includes funds allocated, awarded, & recommended for award



**Figure 3. Funding Awarded by Project Category in FYE 2023**

includes funds allocated, awarded, & recommended for award



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Myrna Melgar and Members  
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 8, 2023

Re: Allocation of Transportation Fund for Clean Air Fiscal Year Ending 2024 Funding

RECOMMENDED ACTION

Recommend to the Board of Directors:

1. Approve the proposed allocation of the estimated new Transportation Fund for Clean Air, or TFCA, monies to the programs and projects listed in Table 1; and
2. Authorize the proposed cost-effectiveness limits for the Air District-sponsored programs and projects listed in Table 2.

BACKGROUND

The approximately six million on-road motor vehicles, including cars, trucks, and buses, in the Bay Area account for more than 40% of the criteria air pollutants and about 36% of greenhouse gases (GHG) emissions in the region.<sup>1,2</sup> Together, these constitute the most significant single source of air pollution in the Bay Area that contributes to unhealthy levels of ozone (summertime "smog") and particulate matter. For this reason, emissions reductions from the on-road transportation sector are essential to attaining state and federal ambient air quality standards and meeting the region's GHG reduction commitments.

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 in the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within its jurisdiction. 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. Each year, the Air District's Board of Directors (Board) allocates funding and adopts cost-effectiveness criteria that govern expenditure of the TFCA and maximize emissions reductions and public health benefits.

The authorizing legislation allows public agencies to be awarded funds for all project categories while non-public agencies including private businesses, non-profits, and residents are only eligible for vehicle-based projects (e.g., replacement of buses and trucks). Up to sixty percent of TFCA funds may be awarded by the Air District to eligible projects and programs that are implemented directly by the Air District (e.g., Spare the Air) and for distribution to other

awardees through the TFCA Regional Fund. The remaining forty percent of TFCA funds are passed through to the County Program Manager Fund based on each county’s proportionate share of vehicle registration fees paid and is awarded by the nine designated agencies within the Air District’s jurisdiction.

This report discusses the proposed allocation of the sixty-percent portion of new TFCA monies that will accrue in FYE 2024 and the proposed updates to the cost-effectiveness limits for Air District-sponsored TFCA-funded programs and projects.

<sup>1</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Criteria Air Pollutants Base Year 2011](#), May 2014.

<sup>2</sup> BAAQMD, [Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011](#), January 2015.

**DISCUSSION**

In developing this recommendation, staff considered input received from stakeholders along with factors such as regulatory requirements scheduled to be phased-in in the near-term for truck and bus fleets, cost-effectiveness of clean air vehicle projects, current demand for funding for certain project categories, and residual impacts to previously funded projects from the shelter-in-place orders issued in 2020. Staff assessed eligible incentive program options to identify the most effective strategies at reducing air pollution from on-road motor vehicles and help achieve air quality and GHG reduction goals outlined in the Air District’s 2017 Clean Air Plan.

Staff estimates that approximately \$14.44 million in new monies will accrue and be available through the sixty-percent portion of the TFCA in FYE 2024, with approximately \$12.74 million available for distribution to eligible programs and projects and \$1.70 million available for administrative and audit expenses. Staff is recommending that the \$12.74 million in new monies be allocated to the program categories shown below in Table 1.

**Table 1 - Proposed Programs and TFCA Funding Allocation for FYE 2024 (in Millions)**

Program Categories	Estimated New TFCA Monies	Estimated Carryover	Estimated Total Funds Available in FYE 2024**
Clean Air Vehicles	5.10	13.00	18.10
Trip Reduction	3.00	0.00	3.00
Other Air District Sponsored Programs	4.64	3.00	7.64
<b>Total Funding Available for Projects and Programs:</b>	<b>12.74</b>	<b>16.00</b>	<b>28.74</b>
Admin & Audit*	1.70	0.00	1.70
<b>Total Funding</b>	<b>14.44</b>	<b>16.00</b>	<b>30.44</b>

\* HSC Section 44233 authorized up to 6.25% of projected revenues can be used for administrative costs.

\*\*In the event a program category is undersubscribed, the Executive Officer/APCO may reallocate up to 20% of each program category’s allocation to other categories based on demand, cost-effectiveness, and technology availability.

The estimate for new revenue is shown in the column labeled "Estimated New TFCA Monies" is based on the amount of DMV revenue received in 2022. The next column shows the approximately \$16 million in carryover funds that are estimated to be available to augment the new monies. Carryover funds include unobligated TFCA funds from prior years as well as projects recently completed under budget or canceled.

The following narrative provides additional information on the proposed programs and projects listed in Table 1.

### ***Clean Air Vehicles***

Accelerating the adoption of zero-emission vehicles is a key strategy in reducing on-road motor vehicle emissions, improving air quality, protecting the climate, and reducing reliance on fossil fuels. Electrification of all sectors of transportation, including light-duty passenger cars and heavy-duty trucks and buses, is essential in helping the region achieve local, state, and federal criteria pollutants and GHG emissions reduction targets.

The TFCA-funded incentive programs work to complement other Air District efforts to increase adoption of zero-emission vehicles and equipment that include outreach activities and forums that promote new technologies, share best practices, and encourage local agencies to adopt supporting policies and local ordinances. Air District's efforts, in combination with other initiatives, have contributed to the Bay Area's high adoption rate of light-duty Electric Vehicles (EV)s and deployment of zero-emission medium- and heavy-duty trucks and buses in the region.

TFCA funds for clean air vehicle projects may be awarded to both public and non-public entities. For FYE 2024, staff is recommending TFCA funds be allocated to support the following project categories to accelerate the region's transition to zero-emission vehicles.

- **EV Charging Stations:** To support adoption of passenger EVs by helping to expand access to public EV charging by prioritizing installation of EV charging stations in multi-family dwellings and impacted communities.
- **Zero-emissions Light-Duty Fleets:** To accelerate the adoption of light-duty zero-emission vehicles, and the installation of supporting refueling infrastructure by prioritizing high mileage public and private fleets and the installation of stations that provide publicly available charging.
- **Zero-emission Medium- and Heavy- Duty Vehicles and Infrastructure:** To accelerate the adoption of zero-emission trucks and buses for private and public fleets, including school districts, and the installation of supporting refueling infrastructure.
- ***Clean Cars for All:*** To augment funding from other sources to provide incentives to qualifying low-income residents to purchase new and used light-duty EVs or to transition to clean mobility options. CCFA has historically been funded through the state's California Climate Investments (CCI) initiative, Volkswagen Mitigation settlement fund, and TFCA.



### ***Trip Reduction***

Reducing single-occupancy motor vehicle trips through active transportation such as biking and walking is another strategy in reducing mobile source emissions. The authorizing legislation requires that sponsors of trip reduction projects be public agencies.

For FYE 2024, staff is recommending TFCA funds be allocated to support the following trip reduction project categories:

- **Bicycle Facilities:** To support the installation of new bikeways and secure bicycle parking to encourage and enable increased use of active modes of transportation such as walking, biking, and mode shift away from the use of motor vehicles for short first- and last- mile connections to mass transit.
- **Infrastructure Improvements:** To expand access and use of alternative transportation modes via design and construction of physical improvements of infrastructure such as ferry or bus terminals.

### ***Other Air District-Sponsored Programs:***

Staff is also recommending that FYE 2024 TFCA funds be used to reduce motor vehicle trips and increase the adoption of clean air vehicles via Air District-sponsored programs.

- ***Spare the Air:*** To provide funding to support this public outreach program for the summer ozone season to conduct advertising, media, and educational activities aimed at reducing vehicle miles traveled and emissions by behavior modification.
- ***Commuter Benefits Program:*** To support the Air District's conducting compliance assistance and outreach to companies and government agencies, including education, outreach, monitoring, and tracking of Bay Area employers subject to the legislative requirements.
- ***Enhanced Mobile Source Inspections:*** To support the enhanced inspection patrols for reporting smoking vehicles and enforcement of the state's drayage truck regulation and related truck/mobile source regulations conducted at and adjacent to the Port of Oakland.
- ***Vehicle Buy Back:*** To support administrative and marketing efforts undertaken by the Air District's contractors to implement this voluntary early retirement program and to pay for incentives paid to program participants that are not covered by other state funds. This funding augments approximately \$7 million annually in funding from the Carl Moyer and Mobile Source Incentive Fund programs, which provide the majority of funding that is used for payment to program participants.

### ***TFCA Cost-Effectiveness***

The TFCA authorizing legislation requires the Air District to adopt cost-effectiveness criteria to maximize emissions reductions and public health benefits. Cost-effectiveness (C/E) is one of the key criteria used to evaluate and select projects to be funded by TFCA.<sup>3</sup> In addition to reducing pollutants, TFCA-funded projects provide other co-benefits, such as conserving energy and reducing GHG emissions; reducing traffic congestion, and improving physical fitness and public safety by facilitating active modes of transportation such as walking and biking.

Due to their overlapping target audience and shared goals, staff will be evaluating the emissions reduction benefits from all Air District sponsored outreach and education programs collectively under the Spare the Air umbrella, including the Commuter Benefits. Staff proposes increasing the C/E limit for Clean Cars for All to match updates to the Carl Moyer Memorial Air Quality Standards Attainment Program which recently increased the C/E for zero-emission on-road vehicles to \$522,000. Staff recommends maintaining the same maximum C/E limit as the prior year for all other programs. The proposed cost-effectiveness limits and Project Operational Period (POP) for each of the Air District-sponsored programs is shown in Table 2:

**Table 2 – Proposed Cost-Effectiveness and POP for Air District-Sponsored Programs**

Program Categories	Max. C/E	POP
	(per ton of emissions reduced)	(in Years)
Spare the Air & Commuter Benefits	\$500,000	1
Enhanced Mobile Source Inspections	\$500,000	1
Clean Cars for All	\$522,000	3
Vehicle Buy Back*	\$500,000	3

\*Projects that are entirely funded by TFCA would not exceed the \$500,000 C/E limit. The majority of projects are funded through state funds and for those, emission reductions would be entirely credited to the Carl Moyer Program.

**Administration**

As each program category is opened, applications for TFCA funding are either accepted on a first come first served basis (.e., Clean Cars for All & most other Clean Air Vehicle programs) and others are accepted through a competitive solicitation (EV charging stations). Each application is reviewed and evaluated for eligibility under the governing policies established annually by the Board. On April 6, 2022, the Board authorized the Air Pollution Control Office (APCO)/Executive Officer to approve projects with awards up to \$500,000. TFCA projects with grant award amounts over \$500,000 are brought to the Committee for consideration on at least a quarterly basis.

<sup>3</sup> C/E is calculated by dividing TFCA funds awarded by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted particulate matter (PM10) over a project's operational period.

**BUDGET CONSIDERATION/FINANCIAL IMPACT**

The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA Regional Fund program are provided by the funding source.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Minda Berbeco and Ken Mak  
Reviewed by: Karen Schkolnick

ATTACHMENTS:

None

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Myrna Melgar and Members  
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 8, 2023

Re: Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness  
for Fiscal Year Ending 2022

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) 2022 Report on Expenditures and Effectiveness of Transportation Fund for Clean Air Regional Fund Projects and Air District-Sponsored Programs, found in Attachment 1, evaluated 27 TFCA Regional Fund projects and four Air District-sponsored programs that were completed prior to June 30, 2022. The following are key findings of the FYE 2022 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 \$12.98 million, which includes \$10.37 million in Regional Fund projects, \$1.68 million in Air District-sponsored programs, and \$0.93 million in administrative and indirect costs.
- 17% 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 65.12 tons, including 19.18 tons of reactive organic gases (ROG), 16.71 tons of nitrogen oxides (NOx), and 29.24 tons of particulate matter (PM10) – and reduced emissions of carbon dioxide (CO2) by over 39,000 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,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Hannah Cha  
Reviewed by: Minda Berbeco and Linda Hui

ATTACHMENTS:

- 1. TFCA Report on Expenditures and Effectiveness FYE 2022

FISCAL YEAR ENDING (FYE) 2022  
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  
[WWW.BAAQMD.GOV](http://WWW.BAAQMD.GOV)

MARCH 2023

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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 (CO<sub>2</sub>);
- 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 2022 SUMMARY

This report summarizes the *expenditures* and *effectiveness* of the 27 Regional Fund projects and 4 Air District-sponsored programs that were completed<sup>1</sup> as of the end of fiscal year ending (FYE) 2022 – which was June 30, 2022 – 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.

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<sup>1</sup> 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

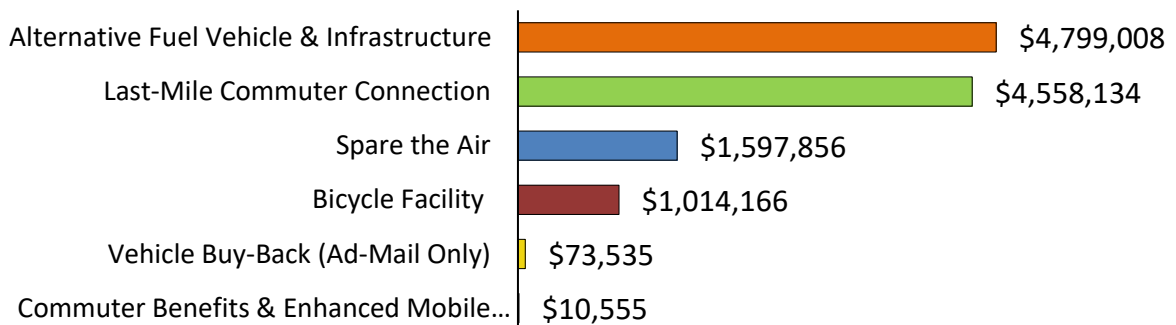
- TFCA funds were allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled \$12.98 million. These expenditures include \$10.37 million in Regional Fund projects, \$1.68 million in Air District-sponsored programs, and \$0.93 million in administrative and indirect costs.
- 17% 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 65.12 tons, including 19.18 tons of reactive organic gases (ROG), 16.71 tons of nitrogen oxides (NO<sub>x</sub>), and 29.24 tons of particulate matter (PM<sub>10</sub>) – and reduced emissions of carbon dioxide (CO<sub>2</sub>), by over 39,000 tons.
- These projects and programs achieved a combined weighted average cost-effectiveness of \$164,817 per ton of criteria pollutant emissions reduced.

### EXPENDITURES

The expenditure of these projects and programs totals approximately \$12.98 million. This total includes \$1.68 million for the programs administered directly by the Air District, \$10.37 million in Regional Fund grants to other organizations, and \$0.93 million in administrative and audit costs associated with the oversight of the TFCA program in FYE 2022.

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 2022 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<sub>x</sub>, and weighted PM<sub>10</sub>) 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 65.12 tons. This total is the sum of ozone precursors (19.18 tons of ROG and 16.71 tons of NO<sub>x</sub>) and particulate matter (29.24 tons of PM<sub>10</sub>). These projects and programs will also reduce CO<sub>2</sub> emissions over their operational periods by an estimated 39,000 tons.<sup>2</sup>

The combined weighted-average cost-effectiveness of the projects and programs reported for FYE 2022 is \$164,817 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 average approved limit. These estimated emissions reductions are also conservative in that many projects continue to operate and reduce emissions even after their operational periods ended; these projects have the potential to be more cost-effective (i.e. lower cost per ton of emissions reduced) in reducing emissions than what is presented in this report.

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

**Table 1: Emission Reductions and Cost-Effectiveness by Program Category for Projects and Programs Completed by the End of FYE 2022**

Category	# of Projects	TFCA \$ Expended	% of TFCA \$ Expended	Emissions Reduced (tons) <sup>a</sup>	% of Emissions Reduced	Weighted Cost-Effectiveness (\$/ton) <sup>b</sup>
Bicycle Facility	9	\$1,014,166	8.41%	12.00	18.43%	\$121,151
Alternative Fuel Vehicle & Infrastructure	11	\$4,799,008	39.82%	5.94	9.13%	\$281,022
Commuter Benefits & Enhanced Mobile Source Inspections	2	\$10,555	0.09%	0.76	1.17%	\$12,764
Spare the Air <sup>d</sup>	8	\$6,155,990	51.07%	46.41	71.27%	\$132,644
Vehicle Buy-Back (Ad-Mail Only)	1	\$73,535	0.61%	-	-	-
<b>Total for Projects and Programs<sup>c</sup></b>	<b>31</b>	<b>\$12,053,253</b>	<b>100%</b>	<b>65.12</b>	<b>100%</b>	<b>\$164,817</b>
<b>Administration</b>		<b>\$925,539</b>				

(a) Combined emission reductions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> 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.

(d) Spare the Air emission reduction includes last-mile commuter connections.

<sup>2</sup> Emission reductions reported for criteria pollutants and CO<sub>2</sub> do not include emissions from the Vehicle Buy-Back and Enhanced Mobile Source Inspection.

The combined weighted-average cost-effectiveness of the projects and programs reported in FYE 2022 is an 146% decline from FYE 2021, meaning that the projects closed out in FYE 2022 were not as cost-effective as in the previous year. This decline is primarily because of the continued phasing-in of regulations that result in the region’s existing fleet getting cleaner. The variation of combined weighted-average cost-effectiveness from year to year is also 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. Lastly, TFCA projects in this report have also been impacted by COVID-19. Given the prolonged impacts from the pandemic, many TFCA-funded projects experienced lower usage than originally projected. As a result of these three factors, the weighted-average cost-effectiveness of the projects and programs in FYE 2022 have a higher cost-effectiveness values than in FYE 2021.

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

<b>Project Sponsor:</b> Santa Clara Valley Transportation Authority		<b>Project #:</b> 20R25
<b>Project Description:</b> ACE Shuttle Program	<b>Final Weighted Cost-Effectiveness:</b> \$683,624	
<p><b>Discussion:</b> The project was evaluated in 2019 and estimated to have a weighted cost-effectiveness of \$140,726 that was well below the limit of \$250,000. The project operational period was for calendar year 2020, transit ridership dropped significantly in mid-March, with several routes severely impacted due to the pandemic. The service continued to operate through the end of the year and due to sustained low participation rate the resulting emissions reductions were significantly lower than what was originally estimated.</p>		

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

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
<b>16EV039</b>	City of Lafayette	Install and operate 2 single-port & 1 dual-port level 2 charging stations at 3 destination facilities in Lafayette	\$250,000	\$12,000
<b>16EV003</b>	Powertree Services Inc.	Install 39 single-port level 2 charging stations (with solar) in San Francisco	\$499,736	\$234,000
<b>16HDG001</b>	Goodwill Industries of San Francisco, San Mateo, and Marin Counties and BYD Motors Inc.	Demonstrate 10 T7 and one T9 electric trucks, scrap one model year 2004 truck, and install 11 charging stations	\$250,000	\$2,583,006
<b>16HDZ002</b>	Solano County Transit	Scrap 1 Model Year (MY) 2001 bus, purchase two 40' electric BYD buses	\$67,903	\$88,728
<b>16HDZ007</b>	Marin County Transit District	Purchase and operate two new MY 2016 or newer, zero-emissions battery electric buses with GVWR equal to or greater than 14,001 lbs.	\$249,999	\$135,022
<b>17EV018</b>	Los Altos School District	Install and operate 182 single port level 2 (high) and 8 DC Fast charging stations with solar at 9 workplace facilities in Los Altos, Mountain View, and Los Altos Hills	\$413,726	\$1,380,000
<b>17R20</b>	City of Santa Rosa	Construct 1.87 miles of Class II bikeways in Santa Rosa	\$226,059	\$180,995
<b>17R22</b>	City of Redwood City	Install 3.05 miles of Class III bikeways in Redwood City	\$250,000	\$29,206
<b>17R23</b>	East Bay Regional Park District	Construct 0.8 miles of Class I bikeways in Albany	\$250,000	\$246,552
<b>18EV014</b>	The Harker School	Install and operate 32 single-port level 2 (high) charging stations at 3 workplace facilities in San Jose	\$229,307	\$96,000

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCF Funds Expended
18R07	Santa Clara Valley Transportation Authority	Operate 8 shuttle routes between Great America Altamont Commuter Express station and employment sites in Santa Clara County	N/A*	\$743,741
18R10	Peninsula Corridor Joint Powers Board	Operate 11 shuttle routes connecting Caltrain stations and various employment sites in San Mateo, Santa Clara, and SF counties	N/A*	\$612,100
18R11	Metropolitan Transportation Commission	Provide vanpool cost offset and carpool trip incentive to reduce single-occupancy-vehicle (SOV) trips in the Bay Area	N/A*	\$584,662
18R13	City of Alameda	Install 0.8 miles of Class I and 0.1 miles of Class IV bikeways in Alameda	\$242,239	\$137,981
18R16	City of South San Francisco	Install 0.78 miles of Class II and 0.72 miles of Class III bikeways in South San Francisco	\$145,066	\$119,432
18R22	San Francisco Community College District	Install 16 electronic bicycle lockers in San Francisco	\$242,901	\$32,000
19R15	Peninsula Corridor Joint Powers Board	Operate 12 shuttle routes connecting Caltrain stations and various employment sites in San Francisco, San Mateo, and Santa Clara counties	N/A*	\$652,600
19R16	Santa Clara Valley Transportation Authority	Operate 8 shuttle routes between Great America Altamont Commuter Express station and employment sites in Santa Clara County	N/A*	\$916,201
19R18	Associated Students, San Jose State University	SJSU Ridesharing & Trip Reduction	N/A*	\$139,500
19RFG04	Wyse Logistics	Purchase 3 electric forklifts and 1 electric terminal tractor in Oakland	\$137,433	\$80,000
19RFG24	Alameda County	Purchase 4 new light-duty electric vehicles	\$496,893	\$9,200

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
20R22	City of Berkeley	Install 20 new electronic bicycle lockers at the Berkeley Marina.	\$201,088	\$50,000
20R25	Santa Clara Valley Transportation Authority	Altamont Corridor Express (ACE) Shuttle Bus Program provides last mile connections between the ACE train service and major employment sites in Santa Clara County	N/A*	\$909,330
20R26	California State University, Maritime Academy	Purchase and operate one battery electric shuttle bus at the Cal Maritime Academy Vallejo, CA campus	\$498,290	\$13,500
20R27	City of Alameda	Install and maintain 36 electronic bicycle lockers/racks in Alameda	\$160,341	\$88,000
20R30	City of Fremont	Upgrade 12.60 miles of Class II bikeway to Class IV in Fremont	\$31,361	\$130,000
21SBP114	Santa Clara Unified School District	Replace 4 diesel school buses with electric school buses and install charging infrastructure	n/a	\$167,552
<b>27 Regional Fund Projects</b>			<b>Subtotal of Regional Fund Projects:</b>	<b>\$10,371,308</b>

Project #	Project Sponsor	Project Description	Weighted Cost-Effectiveness (per ton)	TFCA Funds Expended
22R01a	BAAQMD	FYE 2022 Commuter Benefits	\$2,072	\$1,714
22R01b	BAAQMD	FYE 2022 Enhanced Mobile Source Inspection	not determined <sup>b</sup>	\$8,841
22R02	BAAQMD	FYE 2022 Admail for Vehicle Buy-Back (TFCA portion)	N/A	\$73,535 <sup>c</sup>
22R03	BAAQMD	FYE 2022 Spare the Air	\$132,644 <sup>d</sup>	\$1,597,856
<b>4 Air District-Sponsored Programs</b>			<b>Subtotal of Air District-Sponsored Programs:</b>	<b>\$1,681,945</b>
22R00	BAAQMD	FYE 2022 Administration <sup>e</sup>	N/A	\$925,539
<b>Subtotal of Administration Expenditures for Regional Fund Projects and Air District-Sponsored Programs:</b>				<b>\$925,539</b>
<b>Grant Total:</b>				<b>\$12,978,792</b>

\* Last-mile Commuter Connections were evaluated as part of Spare the Air.

(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) Cost-effectiveness cannot be determined due to no survey responses during the pandemic.

(c) Total FYE 2022 program cost (which includes funds from CMP, MSIF, and TFCA) is \$2,013,802.33.

(d) Spare the Air emission reduction includes last-mile commuter connections.

(e) Sixty percent of the total administrative and audit costs expended in FYE 2022.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Myrna Melgar and Members  
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 8, 2023

Re: Proposed 2023 Mobile Source and Climate Impacts Committee Meeting Work Plan

RECOMMENDED ACTION

None; presentation only.

BACKGROUND

The Mobile Source and Climate Impacts Committee (Committee) considers and recommends policies and positions of the District relating to transportation planning and funding, on-road and off-road mobile sources, and mobile source fuels. The Committee keeps itself informed on actions or proposed actions by local, regional, state and federal agencies affecting air pollutant emissions from mobile sources.

The Committee also considers and recommends to the Board of Directors policies and positions of the District relating to climate protection activities and funding relative to mobile sources. The Committee will also keep itself informed on actions and proposed actions by local, regional, state, federal, and international agencies and organizations relating to climate protection relative to mobile sources.

DISCUSSION

In order to facilitate the operations of the Committee, staff will share a proposed work plan for the meetings of the Committee in 2023. During the year, as projects shift, and to create greater efficiency for staff and the Board, staff may seek guidance from the Chair to cancel meetings of the Committee.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Sonam Shah-Paul

Reviewed by: Greg Nudd

ATTACHMENTS:

1. 2023 Proposed Mobile Source and Climate Impacts Committee Workplan

## Proposed 2023 Mobile Source and Climate Impacts Committee Workplan

Meeting Schedule	Topics
<b>April – May</b>	<ul style="list-style-type: none"> <li>• Projects and Contracts with Proposed Grant Awards Over \$500,000</li> <li>• 2022 Annual Report and Grants Program Overview</li> <li>• FYE 2024 TFCA County Program Manager Expenditure Plans</li> <li>• Audit Report (Regional Fund and County Program Manager)</li> <li>• Updates to the TFCA Regional Fund Policies and Evaluation Criteria for FYE 2024</li> </ul>
<b>June – July</b>	<ul style="list-style-type: none"> <li>• Projects and Contracts with Proposed Grant Awards Over \$500,000 (tentative)</li> <li>• Consideration of FYE 2023 Charge! Projects and EV Charging Update</li> </ul>
<b><i>August – No Meeting</i></b>	
<b>September – October</b>	<ul style="list-style-type: none"> <li>• Projects and Contracts with Proposed Grant Awards Over \$500,000</li> <li>• Proposed Updates to the TFCA County Program Manager Fund Policies for FYE 2025</li> <li>• Accept state funds for FYE 2025 Incentive Programs</li> <li>• Update on I-580 Truck Access Health and Equity Study</li> </ul>
<b>November – December</b>	<ul style="list-style-type: none"> <li>• Projects and Contracts with Proposed Grant Awards Over \$500,000</li> <li>• Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness for FYE 2023</li> <li>• Transportation Fund for Clean Air Program Regional Fund Projects - Audit #23 Results</li> <li>• Clean Cars for All Program (CCFA) update</li> </ul>