



BOARD OF DIRECTORS  
MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE

COMMITTEE MEMBERS

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

MYRNA MELGAR – CHAIR  
JOHN GIOIA  
LYNDA HOPKINS  
OTTO LEE  
SHAMANN WALTON

SERGIO LOPEZ – VICE CHAIR  
JUAN GONZALEZ  
DAVID HUDSON  
RAY MUELLER  
STEVE YOUNG

MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY  
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC

Main Meeting Location:

Bay Area Metro Center  
1st Floor Yerba Buena Room  
375 Beale Street, San Francisco, CA 94105

In-Person Remote Teleconference Location(s):

Office of Contra Costa County  
Supervisor John Gioia  
Conference Room  
11780 San Pablo Ave., Suite D  
El Cerrito, CA 94530

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Mobile Source and Climate Impacts Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.

The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas).

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/89795045888>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 897 9504 5888

**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.

## **MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING AGENDA**

**WEDNESDAY, MAY 10, 2023**

**1:00 PM**

**1. Call to Order - Roll Call**

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

**2. Pledge of Allegiance**

**CONSENT CALENDAR (Item 3)**

**3. Approval of the Draft Minutes of the Mobile Source and Climate Impacts Committee meeting of April 12, 2023**

*The Committee will consider approving the draft minutes of the Mobile Source and Climate Impacts Committee meeting of April 12, 2023.*

**ACTION ITEM(S)**

**4. Transportation Fund for Clean Air County Program Manager Expenditure Plans for Fiscal Year Ending 2024**

*The Committee will consider recommending the Board of Directors approve the allocation of new Transportation Fund for Clean Air (TFCA) revenue to each of the nine County Program Managers (CPM) for Fiscal Year Ending (FYE) 2024 and authorize the Executive Officer/APCO to enter into funding agreements with the CPMs. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.*

**5. Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending 2024**

*The Committee will consider recommending the Board of Directors approve the proposed updates to the Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2024. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.*

6. Fiscal Year Ending (FYE) 2023 Charge! Program Project Recommendations

*The Committee will consider recommending the Board of Directors approve the Charge! Program rank list and authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects. This item will be presented by Ada Truong, Staff Specialist in the Technology Implementation Office.*

**OTHER BUSINESS**

7. 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.*

8. 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)*

9. Time and Place of Next Meeting

*Wednesday, June 14, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Committee members and members of the public will be able to either join in-person or via webcast.*

10. 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**

**MAY 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>
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	10	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	10	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Special Meeting Budget Hearing	Wednesday	17	8:30 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Meeting	Wednesday	17	9:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	17	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Community Advisory Council	Thursday	18	6:00 pm.	Cal State University, East Bay Grand Lake and Merritt 1 Rooms 1000 Broadway, Suite 109 Oakland, CA 94607

**JUNE 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>
Board of Directors Meeting	Wednesday	7	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Legislative Committee	Wednesday	7	10:30 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance & Administration Committee	Wednesday	7	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Advisory Council Meeting	Monday	12	8:30 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	14	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	14	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room

## **JUNE 2023**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b>ROOM</b>
<b>Board of Directors Meeting</b>	<b>Wednesday</b>	<b>21</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>21</b>	<b>1:00 p.m.</b>	<b>1<sup>st</sup> Floor Board Room</b>
<b>MV 5/3/2023 – 1:12 p.m.</b>				<b>G/Board/Executive Office/Moncal</b>

**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: May 10, 2023

Re: Approval of the Draft Minutes of the Mobile Source and Climate Impacts Committee  
meeting of April 12, 2023

RECOMMENDED ACTION

Approve the draft minutes of the Mobile Source and Climate Action Committee meeting of April 12, 2023.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source and Climate Impacts Committee meeting of April 12, 2023.

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 April 12, 2023



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

Mobile Source & Climate Impacts Committee  
Wednesday, April 12, 2023

## **DRAFT MINUTES**

*This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas)*

### **CALL TO ORDER**

1. **Opening Comments:** Mobile Source & Climate Impacts Committee (Committee) Vice Chairperson, Sergio Lopez, called the meeting to order at 1:01 p.m.

#### **Roll Call:**

Present, In-Person (Bay Area Metro Center (375 Beale Street, Yerba Buena Room, San Francisco, California, 94105): Vice Chairperson Sergio Lopez; Board Chairperson John J. Bauters; and Directors Noelia Corzo, Juan Gonzalez, Tyrone Jue, and Ray Mueller.

Present, In-Person Satellite Location (Office of Contra Costa County Supervisor John Gioia, Conference Room, 11780 San Pablo Ave., Suite D, El Cerrito, CA 94530): Director Steve Young.

Absent: Chairperson Myrna Melgar; and Directors John Gioia, Lynda Hopkins, and Otto Lee.

***NOTE:** To achieve quorum for this meeting, which followed the Stationary Source and Climate Impacts Committee meeting, Board Chairperson, John J. Bauters, appointed two Board members, who were already at 375 Beale Street, to replace two members of the Mobile Source and Climate Impacts Committee that were unable to attend. For April 12, 2023 only, Director Noelia Corzo replaced Director David Hudson, and Director Tyrone Jue replaced Director Shamann Walton.*

2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC MEETING PROCEDURE**

**CONSENT CALENDAR (ITEM 4)**

**4. APPROVAL OF THE MINUTES OF THE MOBILE SOURCE & CLIMATE IMPACTS COMMITTEE MEETING OF MARCH 8, 2023**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Board Chair Bauters made a motion, seconded by Director Jue, to **approve** the Minutes of the Mobile Source and Climate Impacts Committee meeting of March 8, 2023; and the motion **carried** by the following vote of the Committee:

AYES: Bauters, Corzo, Gonzalez, Jue, Lopez, and Young.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Gioia, Hopkins, Lee, Melgar, Mueller.

**ACTION ITEM (ITEM 5)**

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

Dr. Minda Berbeco, Manager in the Strategic Incentives Division, gave the staff presentation *Projects and Contracts with Proposed Awards Over \$500,000*, including; outcome; outline; Carl Moyer Program/Mobile Source Incentive Fund (CMP/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); benefits to priority areas; and actions requested.

Public Comments

No requests received.

Committee Comments

The Board and staff discussed which programs fund bus infrastructure projects, versus other types of bus projects; whether any of the programs fund hydrogen bus projects; the way in which funds awarded for school bus projects are administered to the school districts (through the Air District versus through an intermediary authority, such as a transportation authority); which programs consider income level in their criteria; whether light-duty vehicle replacements and electric vehicle charging infrastructure are eligible projects; and the TFCA County Program Manager Fund.

Committee Action

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

AYES: Bauters, Corzo, Gonzalez, Jue, Lopez, and Young.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Gioia, Hopkins, Lee, Melgar, Mueller.

**INFORMATIONAL ITEMS (ITEMS 6 – 8)**

**6. UPDATED 2023 MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING WORK PLAN**

Veronica Eady, Senior Deputy Executive Officer of Policy & Equity, gave the staff presentation *Updated 2023 Mobile Source and Climate Impacts Committee Work Plan*, including: presentation for information only; and 2023 Mobile Source and Climate Impacts Committee Work Plan.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed how heavy-duty trucks are addressed in the proposed Work Plan; whether non-vehicle alternatives/active transportation is currently addressed in the proposed Work Plan; and appreciation for “airport sources of air pollution and general aviation fuel” being added to the proposed Work Plan.

Committee Action

None; receive and file.

**7. TRANSPORTATION FUND FOR CLEAN AIR PROGRAM AUDIT #23 RESULTS**

Dr. Berbeco gave the staff presentation *Transportation Fund for Clean Air Audit #23 Results*, including: outcome; outline; TFCS background; Audit #23 scope and results; and next steps.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether this audit was intended to an attestation engagement or consulting engagement; and the timeline of when Contra Costa Transportation Authority was made aware of the fact that they were not in compliance with audit requirements.

Committee Action

None; receive and file.

**8. OVERVIEW OF AIR DISTRICT'S VOLUNTARY MOBILE SOURCE GRANT PROGRAMS AND SUMMARY OF RESULTS FOR CALENDAR YEAR 2022**

Dr. Chengfeng Wang, Air Quality Program Manager, and Karen Schkolnick, Director of Strategic Incentives, gave the staff presentation *Overview of Air District's Voluntary Mobile Source Grant Programs and Summary of Results for Calendar Year 2022*, including:

NOTED PRESENT: Director Mueller was noted present at 1:33 p.m.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed how to measure whether incentives are contributing to behavior change; the regional versus national impact of heavy-duty trucks, and whether Bay Area funding for truck projects remains within the Bay Area; why certain counties have more awarded projects than other counties; whether reporting requirements may be a deterrent for potential applicants; trip reduction projects; the way in which awards are divided between categories, and specifically between eliminating old equipment and changing behavior; a misalignment between the State of California's climate goals and the projects that are actually being funded by the State, and the desire to see State regulations revised, regarding project reporting requirements and how to measure project benefits; encouragement from Board members to pursue challenging issues, despite difficulties, as opposed to doing things that require less effort but result in less impact; whether the Air District can influence the types of project applications that are submitted; and challenges with transit projects.

Committee Action

None; receive and file.

**OTHER BUSINESS**

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

No requests received.

**10. COMMITTEE MEMBER COMMENTS**

None.

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

Wednesday, May 10, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Committee members and members of the public will be able to either join in-person or via webcast.

**12. ADJOURNMENT**

The meeting was adjourned at 2:35 p.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: May 10, 2023

Re: Transportation Fund for Clean Air County Program Manager Expenditure Plans for  
Fiscal Year Ending 2024

RECOMMENDED ACTION

The Committee consider recommending the Board of Directors:

1. Approve the allocation of new Transportation Fund for Clean Air (TFCA) revenue to each of the nine County Program Managers (CPM) for Fiscal Year Ending (FYE) 2024, as listed in Column A of Table 1; and
2. Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for TFCA revenues to be programmed in FYE 2024 as listed in Column C of Table 1.

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. The legislative requirements that enable the use of the funds are codified in California Health and Safety Code (HSC) Sections 44241 and 44242.

Forty percent of new TFCA revenue is passed through to the designated CPM in each of the nine counties within the Air District's jurisdiction based on each county's proportionate share of vehicle registration fees collected. The Air District awards the other sixty percent to eligible projects and programs it implements directly (e.g., Spare the Air) and to the TFCA Regional Fund program.

Pursuant to HSC Section 44241, CPMs must award TFCA funds to eligible projects within six months of the Air District Board of Directors' (Board) approval of their expenditure plans. Annually, CPMs submit expenditure plans to the Air District specifying the status of their prior year funding that is available for reprogramming and interest accrued. The Board adopted the policies and cost-effectiveness criteria for expenditure of CPM TFCA funds in FYE 2024 on December 7, 2022.

DISCUSSION

The Air District received proposed expenditure plans from all nine CPMs. Table 1 shows the TFCA monies that are estimated to be available to CPMs in FYE 2024.

- Column A shows the new revenue projected to accrue from the Department of Motor Vehicles (DMV) revenue from each county’s proportionate share of vehicle registration fees.
- Column B shows the reconciliation of the difference between prior-year estimate and actual revenue, and TFCA carry-over funds available for reprogramming as reported by CPMs in their expenditure plans. Carry-over funds include TFCA monies from projects that were recently completed under budget and/or canceled, and any interest earned.
- Column C shows total amount of TFCA funds that are estimated to be available to CPMs in FYE 2024 (sum of values in columns A and B).

	<b>A</b>	<b>B</b>	<b>C</b>
<b>County Program Manager</b>	<b>Estimated New TFCA Revenue</b>	<b>Reconciliation &amp; Reprogrammed TFCA Funds</b>	<b>Estimated Total FYE 2024 TFCA Funds</b>
Alameda County Transportation Commission	\$1,920,900	\$780,597	\$2,701,497
Contra Costa Transportation Authority	\$1,536,800	\$158,062	\$1,694,862
Transportation Authority of Marin	\$348,200	\$33,616	\$381,816
Napa Valley Transportation Authority	\$197,200	\$52,502	\$249,702
San Francisco County Transportation Authority	\$701,000	\$241,750	\$942,750
San Mateo City/County Association of Governments	\$1,020,400	\$349,611	\$1,370,011
Santa Clara Valley Transportation Authority	\$2,383,000	\$349,198	\$2,732,198
Solano Transportation Authority	\$340,800	\$17,531	\$358,331
Sonoma County Transportation Authority	\$615,200	\$92,206	\$707,406
<b>TOTAL</b>	<b>\$9,063,500</b>	<b>\$2,075,073</b>	<b>\$11,138,573</b>

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. TFCA revenue is generated from DMV registration fees collected and 40% of the TFCA funds are passed through to the CPMs. Administrative costs for the CPMs and the Air District are reimbursed by TFCA program revenue.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Hannah Cha  
Reviewed by: Ken Mak, Minda Berbeco, and 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: May 10, 2023

Re: Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria  
for Fiscal Year Ending 2024

RECOMMENDED ACTION

The Committee consider recommending the Board of Directors approve the proposed updates to the Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2024 presented in Attachment A.

BACKGROUND

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

Sixty percent of TFCA funds are allocated annually by the Board to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air) and to a program referred to as the Regional Fund. The remaining forty percent (40%) of TFCA funds are passed-through to the County Program Manager Fund, based on each county's proportionate share of vehicle registration fees paid, and awarded by the nine designated agencies within the Air District's jurisdiction.

On April 5, 2023, the Board approved an allocation of \$28.74 million in TFCA monies for award in FYE 2024 through the Regional Fund and to Air District sponsored program categories, including an estimated \$12.74 million in new revenue and additional funds from prior years and interest. At the same meeting, the Board also authorized the Executive Officer/APCO to execute grant agreements with project sponsors whose projects have proposed individual awards up to \$500,000 and that meet the respective governing policies and guidelines. TFCA projects recommended for awards greater than \$500,000 are brought to the Air District's Mobile Source Committee for consideration.

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

This report discusses the proposed updates to the Policies for FYE 2024 and the public process through which these updates were developed.

## DISCUSSION

### *Public Outreach Process for FYE 2024 Policies*

On January 26, 2023, the Air District posted the draft Policies on its website and opened the public comment period, which closed on March 10, 2023. The public comment process was advertised via the Air District's TFCA grants email notification system and sent to more than 1,700 stakeholders, including representatives from each of the nine Bay Area Congestion Management Agencies (CMAs). The updates proposed for FYE 2024 were presented and discussed at a public webinar on February 9, 2023. Attachment C provides a summary of the public comments received, along with staff's responses.

### *Proposed Updated Policies for FYE 2024*

For FYE 2024, proposed updates were made to the current-year Policies to address the comments and suggestions received from stakeholders throughout the prior year and during the public comment period. Language revisions were also made for clarification purposes.

A redlined copy of the Policies for FYE 2024, which shows the proposed updates from the prior year, is included as Attachment B. Below is a summary of the key proposed updates:

- Continue providing an additional 12 months of flexibility for grantees to start their projects (for a total of 24 months) to address supply shortages and other delays caused by the pandemic (policy #8).
- Remove Policy #22, On-Road [Diesel] Truck Replacements that was created approximately 10 years ago to provide co-funding to the California Goods Movement grant program for diesel-to-diesel truck replacement projects. Because the Truck and Bus Regulation requires nearly all trucks and buses to have 2010 or newer model year engines by January 1, 2023, this project category no longer provides surplus emission reductions (Policy #1) beyond the January 1, 2023 date. Instead, all vehicle-based projects would be funded through policy #23, On-Road Zero- and Partial- Zero- Emissions Vehicles.
- Revise Policy #2, Cost Effectiveness. The cost-effectiveness limits table has been updated to reflect the removal of policy #22.
- Clarify that projects that are described in plans similar to those listed also qualify to apply for Bicycle Parking funds (Policy #31). Update the name of one of the plans listed in Bikeways (Policy #32).

BUDGET CONSIDERATION/FINANCIAL IMPACT

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

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Hannah Cha  
Reviewed by: Ken Mak, Minda Berbeco and Karen Schkolnick

ATTACHMENTS:

1. Proposed FYE 2024 TFCA RF Policies
2. Proposed FYE 2024 TFCA RF Policies - Redlined Version
3. Comments and Responses

**TFCA REGIONAL FUND POLICIES  
AND EVALUATION CRITERIA FOR FYE 2024**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2024.

**BASIC ELIGIBILITY**

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

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

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1, except for projects that are being co-funded by other Air District-administered programs (e.g., Carl Moyer Program). Emissions benefits for co-funded projects may be reported under other Air District-administered programs. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

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

<b>Policy #</b>	<b>Project Category</b>	<b>Maximum C-E (\$/weighted ton)</b>
23	On-Road Zero- and Partial- Zero- Emissions Vehicles	\$500,000
25	Hydrogen Stations	N/A*
26	Electric Vehicle Charging Infrastructure	N/A*
27	Vehicle Scrapping	\$50,000**
28	Existing Last-Mile Commuter Connections	Evaluated as part of the Spare the Air Program
29	Pilot Trip Reduction	\$500,000
30	Existing Regional Ridesharing Services	Evaluated as part of the Spare the Air Program
31	Bicycle Parking	\$250,000
32	Bikeways	\$500,000
33	Infrastructure Improvements for Trip-Reduction	\$500,000

\* These projects provide electric vehicle charging/hydrogen refueling infrastructure needed to enable emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be evaluated based on project characteristics including, but not limited to, cost of the project, anticipated equipment usage, and anticipated benefits to environmental justice communities and communities highly impacted by air pollution but shall not be subject to a maximum cost-effectiveness limit.

\*\* Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.

3. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards (2017 Clean Air Plan); those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
  - a. **Eligible Recipients:**
    - i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
  - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 33, project applicants must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** the maximum grant award amounts are:
  - a. Each public agency may be awarded up to a total award of \$5,500,000 per agency per year; and
  - b. Each non-public entity may be awarded up to a total award of \$5,000,000 per entity per year.
8. **Readiness:** Unless otherwise specified in policies #22 through 33, projects must commence by the end of calendar year 2024 or within 24 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, "commence" means either (a) a discrete, necessary and tangible action, such as the issuance of a purchase order to secure project vehicles or equipment or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as last-mile commuter connections or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).

10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally binding obligations that are in effect at the time the minor modification was proposed.

## **APPLICANT IN GOOD STANDING**

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

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

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

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

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

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

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

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

### INELIGIBLE PROJECTS

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

### USE OF TFCA FUNDS

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

implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

## ELIGIBLE PROJECT CATEGORIES

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

### Clean Air Vehicle Projects

22. Reserved.

23. **On-Road Zero- and Partial-Zero-Emissions Vehicles:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, light- and medium- duty vehicles, trucks, and buses:

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

24. Reserved.

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

- a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;
- b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/State authority;
- c. Each station must be maintained and operated for a minimum of three years;



- d. TFCA funding may not be used to pay for fuel or on-going operations or maintenance costs;
- e. TFCA funding is limited to 25% of the total eligible project cost and may not exceed a maximum award amount of \$250,000 per station; and
- f. Stations must have received a passing score and/or received approval for funding from a State or federal agency.

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

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

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

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee;
- b. Vehicles must be currently registered with the DMV to an address within the Air District's jurisdiction and have had continuous registration to the same owner for a minimum of two years; and
- c. Owners may receive up to the total incentive amount offered for this program from the TFCA only or a combination of TFCA and other Air District programs. Program participants may not apply for funding from any other public agencies for scrapping.

#### Trip Reduction Projects

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

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

- e. Reserved.
- f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
- g. Reserved.
- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency; and
- i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.

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

- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NOx, and PM10);
- b. The proposed service must be available for use by all members of the public;
- c. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
- d. If the local transit provider is not a partner, the applicant must demonstrate they have attempted to get the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- e. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users; and
- f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

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

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

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

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

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

32. **Bikeways:** The project will construct and/or install bikeways that are included in an adopted countywide bicycle plan, CMP, CTP, city general plan or area-specific plan, the MTC's Regional Active Transportation Plan, or other similar plan. To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement. All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.

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

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

Projects are limited to the following types of bikeways:

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

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

**REGIONAL FUND EVALUATION CRITERIA:**

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

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
2. TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:
  - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District’s Community Air Risk Evaluation (CARE) Program, in other communities identified through the Assembly Bill (AB) 617 (2017) process, or that benefit Priority Populations as defined by SB 535 disadvantaged communities, AB 1550 low-income communities, and low-income households; and
  - b. Projects in Priority Development Areas (PDAs).

**TFCA REGIONAL FUND POLICIES  
AND EVALUATION CRITERIA FOR FYE 20232024**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 20232024.

**BASIC ELIGIBILITY**

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

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

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1, except for projects that are being co-funded by other Air District-administered programs (e.g., Carl Moyer Program). Emissions benefits for co-funded projects may be reported under other Air District-administered programs. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

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

Policy #	Project Category	Maximum C-E (\$/weighted ton)
<del>22</del>	<del>On-Road Truck Replacements</del>	<del>\$90,000</del>
23	On-Road Zero- and Partial- Zero- Emissions Vehicles	\$500,000
25	Hydrogen Stations	N/A*
26	Electric Vehicle Charging Infrastructure	N/A*
27	Vehicle Scrapping	\$50,000**
28	Existing Last-Mile Commuter Connections	Evaluated as part of the Spare the Air Program
29	Pilot Trip Reduction	\$500,000
30	Existing Regional Ridesharing Services	Evaluated as part of the Spare the Air Program
31	Bicycle Parking	\$250,000
32	Bikeways	\$500,000
33	Infrastructure Improvements for Trip-Reduction	\$500,000

\* These projects provide electric vehicle charging/hydrogen refueling infrastructure needed to enable emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be evaluated based on project characteristics including, but not limited to, cost of the project, anticipated equipment usage, and anticipated benefits to environmental justice communities and communities highly impacted by air pollution but shall not be subject to a maximum cost-effectiveness limit.

\*\* Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.

3. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards (2017 Clean Air Plan); those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
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  - a. **Eligible Recipients:**
    - i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
  - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
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6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** the maximum grant award amounts are:
  - a. Each public agency may be awarded up to a total award of \$5,500,000 per agency per year; and
  - b. Each non-public entity may be awarded up to a total award of \$5,000,000 per entity per year.
8. **Readiness:** Unless otherwise specified in policies #22 through 33, projects must commence by the end of calendar year ~~2023~~ 2024 or within 24 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, "commence" means either (a) a discrete, necessary and tangible action, such as the issuance of a purchase order to secure project vehicles or equipment or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as last-mile commuter connections or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may be used to support up to two years of

operating costs for service- based projects (i.e., Trip Reduction Projects).

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## APPLICANT IN GOOD STANDING

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

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

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

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

Applicants who failed to reimburse such funds to the Air District from prior Air District funded

projects will be excluded from future TFCA funding.

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

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

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

#### INELIGIBLE PROJECTS

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

#### USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 33, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project



due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

## ELIGIBLE PROJECT CATEGORIES

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

### Clean Air Vehicle Projects

22. ~~Reserved. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a Gross Vehicle Weight Rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.~~
23. **On-Road Zero- and Partial-Zero-Emissions Vehicles:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, light- and medium- duty vehicles, trucks, and buses:
  - a. Reserved.
  - b. Vehicles may be purchased or leased;
  - c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
  - d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
  - e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
  - f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
  - g. The total amount of TFCA funds awarded may not exceed 100% of the project's eligible cost for School Buses and 90% of the project's eligible cost for all other vehicle types; the sum of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs.
24. Reserved.
25. **Hydrogen Stations:** The project is intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing

facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:

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

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

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

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

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee;
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years; and
- c. Owners may receive up to the total incentive amount offered for this program from the TFCA only or a combination of TFCA and other Air District programs. Program participants may not apply for funding from any other public agencies for scrapping.

Trip Reduction Projects

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

- a. The project must provide local feeder bus or shuttle service between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location;
- b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;

- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are underserved and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
  - e. Reserved.
  - f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
  - g. Reserved.
  - h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency; and
  - i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project’s operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:
- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NOx, and PM10);
  - b. The proposed service must be available for use by all members of the public;
  - c. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
  - d. If the local transit provider is not a partner, the applicant must demonstrate they have attempted to get the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
  - e. Applicants must provide data and/or other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users; and
  - f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.
30. **Existing Regional Ridesharing Services:** The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of

riders from at least five counties within Air District’s jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

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

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

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

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

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

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

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

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

Projects are limited to the following types of bikeways:

- a. Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III Bikeway;

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

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

**REGIONAL FUND EVALUATION CRITERIA:**

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

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
2. TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:
  - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District’s Community Air Risk Evaluation (CARE) Program, in other communities identified through the Assembly Bill (AB) 617 (2017) process, or that benefit Priority Populations as defined by SB 535 disadvantaged communities, AB 1550 low-income communities, and low-income households; and
  - b. Projects in Priority Development Areas (PDAs).

Committer & Agency	Comment	Staff Response
Virginia Reinhart, Sierra Club	<p><i>The commenter provided background on pollutants produced in the production of hydrogen and the benefits of using vehicles powered by renewable power for most short trips....</i> In conclusion, the Sierra Club recommends that the only hydrogen fueling stations that should be eligible for TFCA funding are ones that procure exclusively green hydrogen (as defined above). Additionally, sectors with already available clean electric options should be prioritized over hydrogen, with exceptions for hard-to-electrify sectors such as long-haul, heavy-duty trucking.</p>	<p>This information is received and noted. While TFCA considers only on-road tailpipe emissions for projects, we encourage applicants to source their hydrogen from the cleanest possible source. Current TFCA policies allow for the maximum amount of flexibility for the vehicle type used for zero-emission projects.</p>
Ozzy Arce, City of Palo Alto	<p>Bicyclists, including children heading to school, need abundant, efficient, safe, and secure places to store their bicycles. Bicycle support facilities, such as short-term bicycle parking, help support bicycle commuting in Palo Alto and contribute to the long-term viability of bicycling as a healthy, active, and sustainable mode for commuting, including school commutes. However, many of the existing bike racks at schools are inadequate, aging, and past their useful life, resulting in damaged bicycles, crowded facilities, and may deter children from riding their bicycle to school. Considering how bicycle parking and end-of-trip facilities can be a determining factor in whether someone decides to make a bicycle trip, the City of Palo Alto respectfully submits the following comment regarding the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) program, specifically Basic Eligibility Policy #31, Bicycle Parking: Allow funds to be used to pay for the costs related to maintenance, repairs, upgrades, rehabilitation, or operations of existing bicycle parking facilities.</p>	<p>Historically, maintenance is a required “match” cost for the sponsoring agency. Also, maintenance and upgrade projects tend to be less cost-effective in comparison to new or expanded bicycle parking projects. Air District staff will explore the idea for future consideration to learn about how these projects might result in surplus emission reductions.</p>
Lada Adamic, Resident	<p>Thank you for revising the qualification criteria. In past years much more funding was allocated to signal timing improvements, which quite possibly *increased* air pollution by incentivizing more car trips via induced demand (making driving a more attractive option), than to active transportation infrastructure. I am glad that signal timing is no longer on the list and hope that this will translate to more funding for active transportation, since there are so many bike/ped projects in need of funding in the Bay Area.</p>	<p>Noted.</p>

Commenter & Agency	Comment	Staff Response
Lada Adamic, Resident	At the webinar I asked about e-bike purchase incentives and was told that e-bikes don't qualify because of the way they are classified. If there is another way to include e-bike projects along with electric vehicle projects, I hope that the guidelines can be so modified.	<p><b>Response to questions about E-bikes:</b></p> <p>The Air District supports the adoption of e-bikes and staff are available to help seek opportunities for increasing funding for this equipment as there are multiple new sources of funding available at the state and regional level. TFCA funding may be used to pay for the expansion of bicycle facilities, including paths, lanes, and secure parking. Over the past 30 years TFCA Regional Fund has awarded more than \$18 million in funding to support safer access to alternative modes of transportation through the funding of eligible bicycle facilities. These projects help to support cyclists, including those who travel by e-bike. Vouchers for e-bike purchases are currently available for Bay Area residents who participate in the Clean Cars for All Program, who turn in an eligible motor vehicle and choose to replace it with an e-bike. <a href="https://www.baaqmd.gov/funding-and-incentives/residents/clean-cars-for-all">https://www.baaqmd.gov/funding-and-incentives/residents/clean-cars-for-all</a></p> <p>Funding for e-bikes will also soon be available through a state-wide incentive program funded by the California Air Resources Board. <a href="https://www.calbike.org/bike_purchase_incentives">https://www.calbike.org/bike_purchase_incentives</a></p> <p>TFCA funds may not be used for giving vouchers to individuals to purchase e-bikes or any other type of privately owned bicycle, unless they give up a car, because bikes are not considered "motor vehicles" under the California Vehicle Code.</p>
Camille Cauchois San Francisco County Transportation Authority	Policies #31-32 (Trip Reduction Projects: Bicycle Parking; Bikeways): We recommend exploring creative ways to incorporate funding incentives for the purchases of e-bikes by individuals and households as a way to reduce vehicle trips and dependence on single occupancy vehicles. The Air District has an opportunity to be a leader in this space, especially as there is increasing evidence that cargo e-bikes, which can carry groceries or children, are replacing vehicle trips. These projects have great potential in a dense area, such as San Francisco, to decrease overall vehicle miles traveled and sponsor agencies have expressed interest in exploring TFCA funds as a potential funding source for e-bike projects. We would like to collaborate with the Air District to explore more ways to open up funding in the e-bike space.	
Diana Meehan Napa Valley Transportation Authority	E-bikes have the ability to reduce SOV trips, likely more so than electric vehicles, yet there is no category that allows e-bikes as a replacement. Ebikes are affordable, easy to store and charge, which is not the case for electric vehicles. Many lower income individuals do not have access to EV charging in multifamily housing, making it more difficult to own an electric vehicle. The reason given by staff that it is a vehicle code issue and that bikes are not categorized as "vehicles" does not account for the fact that bicycles are required under the vehicle code to follow and use the roadways under the same laws and rules. Please consider the addition of ebikes to the vehicle replacement category.	



Committer & Agency	Comment	Staff Response
<p>Christina Guarino, Winter Consulting on behalf of Santa Clara Valley Transportation Authority</p>	<p><i>The commenter provided background on San Joaquin Regional Rail Commission (SJRRRC) and Santa Clara Valley Transportation Authority's role in supporting the ACE Commuter Rail Service (ACE) and corresponding ACE shuttle service.</i></p> <p>....We understand that ending this program has been under consideration for some time. With the pandemic's challenges for public transit agencies, SJRRRC and VTA have not yet identified replacement funding to continue the ACE Shuttle Service. At this time, we have a team in place who is actively investigating alternate funding sources, including public-private partnerships, and we are confident that we will make significant progress in the coming 18 months. We request that BAAQMD reconsider its decision to end its meaningful contribution to the valuable ACE Shuttle Service. The continued contribution will bridge the operation funding as the team works to identify new funding sources.</p>	<p><b>Response to questions about Last-mile Commuter Connection projects:</b></p> <p>The Air District supports alternative modes of transportation and last mile connection projects are an eligible category allowed by the authorizing legislation. Over the past 30 years TFCA Regional Fund has awarded more than \$100 million in funding to the last mile connection category, including approximately \$20 million to Santa Clara Valley Transportation Authority and the Presidio Trust. However, over the past 15 years due to vehicle technology improvements resulting in a cleaner light-duty fleet in the Bay Area, this project category has become the least cost-effective of the allowable project categories, e.g., deployment of electric vehicles, school buses and trucks, electric charging infrastructure, and bike paths, lanes, and secure parking which provide emissions benefits over a longer period of time. Due to the limited amount of TFCA funding that is available on an annual basis, funding has gradually shifted to other project categories as last-mile connection projects have gradually become unable to qualify for funding. For FYE 2024, Air district staff had initially proposed removing this category as all but one of the last funded projects did not meet the minimum cost-effectiveness requirement. However, due to the multiple comments on this issue, staff recommends including this policy to allow more time to review this issue. Policies to support funding of this category have also been continued in the TFCA County Program Manager Fund policies to allow local transportation agencies the ability to fund this category whenever a project is a location priority as long as there is an air quality benefit.</p>
<p>Emily Beaulac Presidio Trust</p>	<p><i>The commenter provided background on the Presidio GO shuttle project.</i></p> <p>While these changes increase the amount of funding available for clean vehicle purchases, we have access to other funding sources for vehicle replacements. We have been awarded local TFCA funds through the SFCTA for our new battery electric bus purchase. We are also eligible for FLTP funds for capital projects like vehicle purchases and fueling facilities. There are several other funding sources for capital expenditures that other shuttle service providers may already be utilizing like CalSTA funds and FTA funds. The HVIP voucher program is currently open and the VW Mitigation Trust funding is also still available. In contrast, regional BAAQMD funds are our only source of operational grant funding. Our operational expenditures far outweigh our capital expenditures. For comparison, the nationwide average of operational funding sources for transit agencies is 66% government funds and 34% agency funds (source: APTA Factbook). This change to the TFCA funding would put the Presidio Go shuttle at 100% agency funds.</p>	<p>(This cell is empty, as the staff response for this comment is contained in the previous row's response.)</p>

Committer & Agency	Comment	Staff Response
<p>Camille Cauchois <b>San Francisco County Transportation Authority</b></p>	<p>Without the support of the TFCA program, our program will require reevaluation and we may be forced to reduce service levels.</p> <p>3. Policies #28 - 30 (Trip Reduction Projects: Existing Last Mile Commuter Connections; Pilot Trip Reduction; Existing Regional Rideshare Services): We disagree with the proposal to remove policies #28-30 and we think that the proposal to pause these project categories is unnecessary: Policies #28-30 should not be removed. As Air District staff have noted, well designed Trip Reduction projects have many co-benefits such as supporting health, safety, equity, and climate protection, in addition to achieving emissions reductions. A proposal to eliminate project types with many co-benefits in favor of project types with fewer co-benefits seems like a potential net decrease in value to the public. Additionally, current methods for evaluating cost effectiveness by comparing all projects on the basis of short-term decisions about whether a person will drive a car on a particular day do not fully capture the value of Trip Reduction projects that facilitate and encourage less car-dependent lifestyles. We think these Trip Reduction project types encourage flexibility and creativity to develop projects that can help meet clean air goals and provide many additional benefits.</p> <p>Policies #28-30 should not be paused. The rationale provided implies that pausing funding new projects is necessary to evaluate previously funded projects, however, new projects would be independent of the older projects being evaluated and there is thus no basis for pausing these project categories. This proposal is an example of creating uncertainty within TFCA policies as it is unclear how long this pause would last and what the outcome will be. We are concerned that the inconsistency in policies from year to year reduces interest from sponsors in applying for TFCA funds because developing a pipeline of projects takes time and effort that they are skeptical about putting in if they are unsure that a project will be eligible in the coming years. Pausing these policies for the Regional Fund will reduce the likelihood of sponsors developing innovative trip reduction projects.</p>	<p>See response above re: questions about Last-mile Commuter Connection projects.</p>
<p>Diana Meehan <b>Napa Valley Transportation Authority</b></p>	<p>In general, we disagree with removal of trip reduction policies for the reason stated that improved vehicle technology "may" result in projects that are not cost-effective. Has this been tested/proved to be accurate? Why not update worksheets to accommodate vehicle technology improvements and show whether a project meets cost effectiveness? If a project meets effectiveness upon updates to the worksheets or calculation methodologies that accommodate increased efficiency in vehicle technology, it should be eligible.</p>	

Committer & Agency	Comment	Staff Response
<p>Erik Wilburn <b>Penske Truck Leasing Co. L.P.</b></p>	<p><i>The commenter provided background on Penske Truck Leasing Co., L.P., their experience with applying to grant programs., and the following six recommendations summarized below:</i></p> <p>1.It is therefore Penske's recommendation that BAAQMD allow applicants to begin their projects by making purchase towards, taking delivery of, and beginning installation of grant funded equipment once they have been conditionally awarded and at their own risk. In this case, the agency assumes no additional risk themselves as the applicant would understand the implications of purchasing the equipment prior to contracting, and the applicant is able to adhere to their original project schedule, thus realizing the emissions reductions of the project as soon as possible.</p>	<p>The TFCA policies follow state program guidelines' best practices which prohibit purchase of equipment prior to the execution of a funding agreement.</p>
	<p>2.Penske therefore recommends BAAQMD include an estimated timeline for notice of award and project contracting upon announcement of the TFCA program. The California Energy Commission's traditional solicitation processes for competitive grants serves as a great basis for this. As the program progresses, if any delays are experienced that would affect this initial timeline, notices should be sent out and posted on the program website advising potential applicants of any changes to these expected dates. This would provide more transparency between the agency and the applicant and allow projects schedules to change as the program timeline shifts.</p> <p>Penske advises BAAQMD to provide responses to applicants no more than two business days after receiving a response. BAAQMDs reply should either provide a direct response to the applicants question or advise the applicant that their question has been received and an answer is being prepared and will be delivered on a specific date. This provides further transparency on the part of the agency and creates a shorter timeline between notice of award and contracting on the grant.</p>	<p>Noted. The timeline for review of projects, process for obtaining approval, and contracting, are provided in materials posted on the website and at webinars. Staff are always working to improve efficiency in the process to minimize delays.</p>
	<p>3.We urge sample grant agreements to be provided at a minimum upon notice of award but ideally in the solicitation materials. This will speed up the signature process.</p>	<p>Noted. A sample funding agreement is posted on the Regional Fund website.</p>

Commenter & Agency	Comment	Staff Response
<p>Erik Wilburn Penske Truck Leasing Co. L.P. Continued</p>	<p>4.Many other funding sources, including the CARB Carl Moyer Program, only require certification from any approved Nationally Recognized Testing Laboratory (NRTL) and do not limit equipment eligibility to only the UL certification. Penske believes BAAQMD should adopt this approach for the TFCA program and allow equipment that is approved by any NRTL to be eligible for funding.</p>	<p>Policy 26 allows for Underwriters Laboratories, Inc. or equivalent safety standard.</p>
	<p>5.Penske recommends allowing applications for the TFCA program to be phased and permitting applicants to install equipment in later phases of the project beyond the 24-month window currently enforced. Penske believes only equipment included in Phase 1 of the project should be required to be installed within the initial 24-month window.</p>	<p>The authorizing legislation requires that TFCA projects be completed within 24 months. Applicants who need additional time beyond the 24 months are encouraged to submit applications in the following years,</p>
<p>Camille Cauchois San Francisco County Transportation Authority</p>	<p>Overall Comment on TFCA Regional Fund: We recommend increasing the predictability for applicants to TFCA by implementing a fixed annual schedule for TFCA calls for projects, as well as fewer policy changes each year or guaranteeing that certain policies will remain unchanged for multiple years. It is difficult for potential sponsors to anticipate and prepare a pipeline of projects without a set schedule from the Air District and with annual policy changes that are hard to predict. This limits the ability for sponsors, especially public sector agencies, to have a multiyear look ahead to evaluate the competitiveness and viability of potential projects. A regular call for projects schedule would provide certainty that allows sponsors to better look ahead and develop projects that meet clean air goals and reduce greenhouse gas emissions. We also would love to talk with the Air District over the next year to consider potential changes to the first come, first serve process that could result in more cost effective projects.</p>	<p>Noted. The Air District continuously works to improve our communication with applicants and will take your comment into consideration.</p>
	<p>Policy #2 (TFCA Cost-Effectiveness): We appreciate the Air District’s flexibility and creativity to increase the cost effectiveness thresholds where possible and encourage continued reevaluation to increase eligible project types that meet clean air goals and reduce greenhouse gas emissions. We recommend continuing to reevaluate the cost effectiveness thresholds to encourage more innovative projects and a diverse range of project types.</p>	<p>Noted.</p>

Committer & Agency	Comment	Staff Response
Diana Meehan Napa Valley Transportation Authority	<p><i>The commenter provided comments on the policies which are summarized below.</i> ...We request that the Air District establish a regular call for projects cycle for the Regional Fund Programs. This will assist project sponsors with planning appropriate fund sources for their projects since PM funds cannot be combined with Regional fund. Programs, such as Bikeways have been sporadic at best, making it extremely difficult to plan for funding opportunities between the PM and Regional fund programs.</p>	<p>Noted. The Air District continuously works to improve our communication with applicants and will take your comment into consideration.</p>
	<p>Policy 13 (b) - This is prohibitive. There is no guarantee that a project will meet surplus emissions based on assumptions provided when applied. Particularly if there are issues similar to what happened during the pandemic, or significant weather/climate events that reduce the likelihood of achieving estimated goal.</p>	<p>The intention of Policy 13 is to ensure the projects achieve emission reductions. Air District staff review projects after completion to estimate post-project emission reductions, and to ensure project objectives were implemented in good faith.</p>
	<p>Policy 23 (g) - Significant funding goes towards school buses. What is the percentage of students using school buses? Most districts have abandoned busing, or minimized availability. Is this funding also available for public transit buses?</p>	<p>Replacement of transit buses is an eligible category and public transit agencies may apply for funding to purchase new buses and to install electric charging.</p>
	<p>Policy 26 - Will this category cover infrastructure required to run charging, e.g., PG&amp;E connections, underground cables, switchgear etc.?</p>	<p>Specific eligible costs are listed in the guidelines and funding agreement. Generally, direct costs to implement the project, including site preparation, installation, and construction, <b>are eligible</b> for this project category.</p>
	<p>Policy 27 (c) - Provide examples of other Air District programs. It's difficult to understand how to maximize funding available for this category between all the programs.</p>	<p>Policy 27 is implemented in the Vehicle Buy Back Program. Applicants interested in this program may also be interested in the Clean Cars for All program.</p>
	<p>Policy 28 - Commute hours vary based on location of facility--for instance, SR37 has a longer commute period in both AM/PM commutes and sees congestion throughout the day as it is the primary connector between Solano and Marin Counties. Commute periods in the North Bay counties where there is a significant number of service sector jobs, medical, hospitality, farming have very different commute hours. There should be an allowance for projects that have peak commute hours outside these stated ranges.</p>	<p>Noted.</p>

Committer & Agency	Comment	Staff Response
<p>Diana Meehan Napa Valley Continued</p>	<p>Policy 31 - Some County Transportation Agencies do not have CMPs, but do have Countywide Transportation Plans. The language in this policy should be consistent with the language in Policy 32</p>	<p>Noted. Staff updated the policy to incorporate this feedback.</p>
	<p>Policy 32 - MTC recently adopted a Regional Active Transportation Plan. Please update this language. Policy for bike parking should match this policy.</p>	<p>Noted. Staff updated the policy to incorporate this feedback.</p>
	<p>Policy 32 (a, b) - This distance should be increased, half mile is significant for pedestrian trips. Bike trips can easily be managed up to 5 mi. for most people, including students.</p>	<p>Staff will follow up with the commenter to request further information to evaluate this suggestion.</p>
	<p>Policy 32 – rename bikeway classification</p>	<p>Re: questions about Policy 32. The names used for bikeway classification in these polices is based on the titles defined in the California Highway Design Manual.</p>
	<p>This language is outdated. Class I facilities are multiuse-and include pedestrians as well, not just bikes and should not be referred to as "Bike Paths"</p>	<p>Staff will follow up with the commenter to request further information to evaluate this suggestion.</p>
	<p>Include example: (upgrade Class II to Class II Buffered Bike Lane, or Class III to Class II or better)</p>	
	<p>Class III should include Bike Boulevards (Bike Boulevards also include traffic calming components and should be included here)</p>	
<p>Must projects be in these designated “priority” areas, or will other projects be eligible?</p>	<p>Projects outside of priorities areas are eligible, however at least 60% of total Regional Funds are reserved for projects located in priority areas to ensure the district supports expedited reduction of air pollution in the most impacted communities.</p>	

**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: May 10, 2023

Re: Fiscal Year Ending (FYE) 2023 Charge! Program Project Recommendations

RECOMMENDED ACTION

Committee to consider recommending the Board of Directors:

1. Approve the *Charge!* Program rank list and recommended projects with proposed grant awards 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

Wide-scale adoption of electric vehicles (EVs) and electrification of all types of transportation are essential to achieving local, state, and federal emission reduction targets for greenhouse gases and criteria pollutants. California has set a goal of 250,000 EV chargers and 1.5 million EVs sold by 2025, five million EVs sold by 2030, and to phase out sales of most conventional vehicles by 2035. The Bay Area has set a target of 1.5 million zero-emissions vehicles (ZEVs) by 2030 and 90% of vehicles in the Bay Area being zero-emissions by 2050. The Bay Area and California also share the goal to cut greenhouse gas emissions to 80% below 1990 levels by 2050. At the end of 2021, there were a total of 266,890 EVs registered and operating on Bay Area roads, representing 5% of the region's light-duty fleet, according to data from the California Energy Commission (CEC). Of those ZEV registrations in the Bay Area, 67% were battery electric vehicles (BEVs), 32% were plug-in hybrid vehicles (PHEVs), and 1% were fuel cell electric vehicles (FCEVs).

To support the increase of EVs needed to achieve Bay Area and California goals, significant investments in EV infrastructure are needed. The National Renewable Energy Laboratory (NREL) [EV Infrastructure Projection Tool](#) estimates that the Bay Area needs over 30,000 charging ports in 2023. According to the U.S. Department of Energy's [Alternative Fuels Data Center](#), there are approximately 11,830 (15 Level 1, 9,726 Level 2 and 2,089 DC Fast) publicly available charging ports across the Bay Area as of April 13, 2023. Attachment 3, Figure 1 shows a breakdown of these publicly available chargers by county in the Bay Area. The Bay Area has less than half of the chargers it needs to support targets by NREL.

Additional charging stations will be needed to accommodate future growth in the EV market to achieve the ambitious Bay Area goals and to support a broader range of Bay Area residents. Attachment 3, Figure 2 shows a map of publicly available charging stations in the Bay Area. The chargers are generally located in urban areas and around transportation corridors. An individual or household's charging needs are related to their type of residence, with drivers in single-family homes being much more likely to have home charging compared to those living in apartments or multi-family housing. Those that live in single-family homes are more likely to purchase EVs due to higher income levels and the ability to charge the vehicle at home. In the Bay Area, over one-third (36%) of housing units are in multi-family housing. To extend the EV market beyond those living in single-family homes, the Bay Area must expand public charging infrastructure and charging at multi-family housing.

The Air District's *Charge!* Program, other grant programs supporting EV infrastructure, and regional policies play a critical role in increasing the number of charging stations to support the Bay Area's growing EV fleet. As part of this presentation, the Committee will receive updates about the latest *Charge!* Program solicitation and additional efforts taken to support EV charging infrastructure in the region.

## DISCUSSION

For the FYE2023 [Charge! Program](#), there is \$5M available for projects. The *Charge!* Program provides grant funding to offset the cost of purchasing and installing new publicly accessible chargers for light-duty EVs, at workplaces, destinations, transit parking locations, along transportation corridors, and at multi-family housing. The Air District has administered the *Charge!* Program since 2016 and has awarded over \$20M to support more than 3,623 Level 2 charging ports and 704 DC Fast chargers throughout the Bay Area.

The FYE2023 *Charge!* Program is a competitive solicitation that launched on November 15, 2022, and closed on March 3, 2023. A total of \$5M in grant funding was available for organizations, including governments, businesses, and nonprofits. The FYE2023 *Charge!* Program prioritizes projects located at affordable and below market-rate housing, priority communities, multi-family housing, and in regions with lower EV charger density.

A scoring panel, comprised of staff from the Air District's Technology Implementation Office, evaluated the applications as well as scored and ranked the projects. The application evaluation criteria and scoring metrics are listed in Attachment 3, Table 1. Each panelist scored projects individually before meeting to discuss and reconcile scores. Final scores were averaged and then projects were ranked by their score. A list of ranked projects and proposed grant awards can be found in Attachment 1. Additional project information can also be found in Attachment 2. For the FYE2023 *Charge!* Program solicitation, there are 43 eligible applications requesting approximately \$20.3M in funding to install 1,770 charging ports (145 Level 1 ports, 1,297 Level 2 ports, and 328 DC Fast ports) at 156 facilities (27 destinations, 64 multi-family housing, 4 transit parking, 25 transportation corridors, and 36 workplaces) across the Bay Area. The FYE2023 *Charge!* Program set a goal to award a minimum of 60% of total available program funding to projects located in California Air Resources Board (CARB) [Priority Population](#)



Areas (e.g., disadvantaged communities, low-income communities, low-income communities within a half-mile of disadvantaged communities, and low-income households within a half-mile of disadvantaged communities). Of the 43 eligible applications requesting approximately \$20.3M in funding, about \$18.4M (90%) of requested funds support projects located in Priority Population Areas. There are 21 FYE2023 *Charge!* Program applications that are not being considered for funding because they do not meet program eligibility requirements.

Staff requests the Committee recommend the Board of Directors approve the *Charge!* Program rank list in Attachment 1 and Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects. Funding will be awarded to projects in order based on funding eligibility and availability. If additional funding becomes available from other sources or through project fallout, projects will continue to be awarded in rank list order until funds are depleted. Projects that meet all eligibility requirements may be funded with Transportation Fund for Clean Air (TFCA) or other funding sources as funds become available.

While Air District grant programs have funded charging infrastructure throughout the Bay Area, more funding is needed in order to meet Bay Area and California goals and develop a strong regional charging network. In addition, the Air District was recently awarded grant funding from the CEC to support EV charger installations at multi-family housing.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

The Air District distributes TFCA and other funding sources to project sponsors on a reimbursement basis. Staff expect to allocate \$5M from the FYE23 TFCA allocation and \$5M from FYE24 TFCA allocation to projects on the rank list. If additional project funding becomes available, staff will allocate those funds to projects on the rank list. Funding for administrative costs is provided by each funding source.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Ada Truong and Caylee Mercado  
Reviewed by: Anthony Fournier and Tin Le

ATTACHMENTS:

1. Attachment 1 - FYE2023 Charge Rank List and Recommended Projects
2. Attachment 2 - FYE2023 Charge Program Project Information
3. Attachment 3 - FYE2023 Charge Program Memo Figures and Tables

**ATTACHMENT 1**  
**Table 1 – FYE 2023 Charge! Program Rank List**

Rank	Score	Project #	Applicant	Project Category	Project Description	Eligible Grant Award	Total Project Cost	Lifetime Emissions Reductions (tons)			CARE Area	AB1550 / SB535 Area	County
								NOx	ROG	PM			
1	83	2303-34376	Green Water and Power	Light Duty (LD) Infrastructure	Install and operate 40 Level 2 (high) chargers at a multi-family housing (MFH) facility in Oakland.	\$ 280,000.00	\$ 335,000.00	0.0569	0.0336	0.0215	Yes	Yes	Alameda
2	82.5	2302-33902	NCP Multifamily LLC	LD Infrastructure	Install and operate 54 Level 2 (high) chargers at six MFH facilities in Corte Madera, Novato, and San Rafael.	\$ 360,000.00	\$ 558,136.00	0.3185	0.1879	0.12	Yes	Yes	Marin
3	82.3	2302-34220	Marin Clean Energy	LD Infrastructure	Install and operate 18 Level 2 (high) chargers at six MFH facilities in Mill Valley, Novato, San Rafael, and Sausalito.	\$ 120,000.00	\$ 200,000.00	0.0367	0.0217	0.0138	No	Yes	Marin
4	82	2302-34233	Marin Clean Energy	LD Infrastructure	Install and operate 46 Level 2 (high) chargers at 23 MFH facilities in Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Pt. Reyes Station, San Rafael, Sausalito, and Tiburon.	\$ 295,000.00	\$ 500,000.00	0.0603	0.0356	0.0227	Yes	Yes	Marin
5	81.5	2303-34370	Marin Clean Energy	LD Infrastructure	Install and operate 6 Level 2 (high) chargers at a MFH facility in San Rafael.	\$ 42,000.00	\$ 70,000.00	0.0105	0.0062	0.004	Yes	Yes	Marin
6	78	2302-33855	Farm Hill Vista HOA	LD Infrastructure	Install and operate 10 Level 2 (high) chargers at a MFH facility in Redwood City.	\$ 55,000.00	\$ 130,000.00	0.0789	0.0466	0.0297	No	No	San Mateo
7	77.5	2302-34115	GRID Alternatives Bay Area	LD Infrastructure	Install and operate 80 Level 1, 124 Level 2 (high), and 6 DC Fast chargers at two transit parking and eight MFH facilities in Oakland and Richmond.	\$ 1,338,000.00	\$ 4,068,345.00	0.4072	0.242	0.1557	Yes	Yes	Alameda and Contra Costa
8	77	2303-34373	Green Water and Power	LD Infrastructure	Install and operate 40 Level 2 (high) chargers at a MFH facility in San Francisco.	\$ 280,000.00	\$ 335,000.00	0.0569	0.0336	0.0215	Yes	Yes	San Francisco
9	75.5	2303-34269	Shelter Creek COA Office	LD Infrastructure	Install and operate 8 Level 2 (high) chargers at a MFH facility in San Bruno.	\$ 56,000.00	\$ 142,604.00	0.148	0.0873	0.0558	No	Yes	San Mateo
10	75	2303-34331	Danville Townhomes Homeowners Association	LD Infrastructure	Install and operate 6 Level 2 (high) chargers at a MFH facility in Danville.	\$ 33,000.00	\$ 76,500.00	0.0216	0.0127	0.0081	No	No	Contra Costa
11	74	2302-33961	176 Athol LLC	LD Infrastructure	Install and operate 4 Level 2 (high) chargers at a MFH facility in Oakland.	\$ 28,000.00	\$ 49,454.00	0.0166	0.0098	0.0062	Yes	Yes	Alameda
12	73	2302-33919	MIRA Master Owners Association	LD Infrastructure	Install and operate 9 Level 2 (high) and 1 DC Fast chargers at a MFH facility in San Francisco.	\$ 98,000.00	\$ 321,845.00	0.1177	0.0712	0.0466	Yes	Yes	San Francisco
13	72.5	2302-34231	San Francisco Bay Area Rapid Transit District (BART)	LD Infrastructure	Install and operate 88 Level 2 (high) and 12 DC Fast chargers at two transit parking facilities in Oakland and Richmond.	\$ 1,024,000.00	\$ 3,199,263.00	0.6257	0.3785	0.2479	Yes	Yes	Alameda and Contra Costa
14	72	2302-33950	EVmatch, Inc.	LD Infrastructure	Install and operate 8 Level 2 (high) chargers at a MFH facility in Oakland.	\$ 36,000.00	\$ 50,767.00	0.0197	0.0116	0.0074	Yes	Yes	Alameda
15	71.5	2303-34383	Green Water and Power	LD Infrastructure	Install and operate 40 Level 2 (high) chargers at a MFH facility in Oakland.	\$ 280,000.00	\$ 335,000.00	0.0569	0.0336	0.0215	Yes	Yes	Alameda
16	71	2303-34367	Green Water and Power	LD Infrastructure	Install and operate 40 Level 2 (high) chargers at a MFH facility in Vallejo.	\$ 280,000.00	\$ 335,000.00	0.0569	0.0336	0.0215	Yes	Yes	Solano
17	70.5	2303-34378	The Palo Alto Condominium Owners' Association	LD Infrastructure	Install and operate 97 Level 2 (low) chargers at a MFH facility in Palo Alto.	\$ 339,500.00	\$ 503,386.00	0.0319	0.0188	0.012	No	No	Santa Clara
18	70.3	2211-32723	Drotman Realty	LD Infrastructure	Install and operate 15 Level 2 (high) chargers at three MFH facilities in Mill Valley, San Quentin Village, and San Rafael.	\$ 91,500.00	\$ 165,802.00	0.0296	0.0175	0.0112	Yes	No	Marin
19	69.5	2302-34214	1567 McAllister Street HOA	LD Infrastructure	Install and operate 5 Level 2 (high) chargers at a MFH facility in San Francisco.	\$ 17,500.00	\$ 24,741.00	0.0066	0.0039	0.0005	Yes	No	San Francisco

**ATTACHMENT 1**  
**Table 1 – FYE 2023 Charge! Program Rank List**

Rank	Score	Project #	Applicant	Project Category	Project Description	Eligible Grant Award	Total Project Cost	Lifetime Emissions Reductions (tons)			CARE Area	AB1550 / SB535 Area	County
								NOx	ROG	PM			
20	69	2301-33229	Carmel Gardens HOA, Burlingame	LD Infrastructure	Install and operate 18 Level 1 chargers at a MFH facility in Burlingame.	\$ 45,000.00	\$ 99,490.00	0.0007	0.0004	0.0003	No	Yes	San Mateo
21	68.5	2302-34181	San Rafael Manor	LD Infrastructure	Install and operate 7 Level 2 (high) chargers at a MFH facility in San Rafael.	\$ 24,500.00	\$ 80,000.00	0.0213	0.0125	0.008	No	No	Marin
22	67	2302-33758	City of Pittsburg	LD Infrastructure	Install and operate 38 Level 2 (high) and 4 DC Fast chargers at one destination and five workplace facilities in Pittsburg.	\$ 349,000.00	\$ 995,990.00	0.3758	0.2217	0.0272	No	Yes	Contra Costa
23	64	2303-34270	Contra Costa County	LD Infrastructure	Install and operate 151 Level 2 (high) chargers at 19 workplace facilities in Antioch, Concord, Hercules, Martinez, and Richmond.	\$ 748,000.00	\$ 2,306,136.00	0.3054	0.1802	0.1151	Yes	Yes	Contra Costa
24	63.9	2303-34330	EVgo Services LLC	LD Infrastructure	Install and operate 66 DC Fast chargers at nine transportation corridor facilities in Antioch, Berkeley, Colma, Concord, Hayward, Oakland, Petaluma, San Jose, and San Mateo.	\$ 2,950,000.00	\$ 9,026,195.00	3.2495	2.0121	1.3467	Yes	Yes	Regional
25	63.5	2302-33844	Grand Petroleum, Inc.	LD Infrastructure	Install and operate 8 DC Fast chargers at one destination and three transportation corridor facilities in Campbell, Concord, Hayward, and Pleasant Hill.	\$ 260,000.00	\$ 794,648.00	0.0486	0.0301	0.0201	Yes	Yes	Alameda, Contra Costa, and Santa Clara
26	63.3	2302-33921	Alameda County Government	LD Infrastructure	Install and operate 7 Level 2 (high) chargers at a destination facility in Castro Valley.	\$ 38,500.00	\$ 250,000.00	0.0414	0.0244	0.0156	No	Yes	Alameda
27	63	2301-33528	7-Eleven, Inc.	LD Infrastructure	Install and operate 36 DC Fast chargers at nine transportation corridor facilities in Hayward, Millbrae, Redwood City, San Jose, San Ramon, South San Francisco, and Sunnyvale.	\$ 990,000.00	\$ 4,278,033.00	0.2726	0.1688	0.113	Yes	No	Regional
28	62.8	2302-34083	Circle K	LD Infrastructure	Install and operate 6 DC Fast chargers at a transportation corridor facility in Gilroy.	\$ 270,000.00	\$ 688,000.00	0.1238	0.0767	0.0513	No	Yes	Santa Clara
29	62.5	2303-34386	Green Water and Power	LD Infrastructure	Install and operate 240 Level 2 (high) chargers at six MFH facilities in Mill Valley, Palo Alto, Oakland, San Francisco, and San Rafael.	\$ 1,500,000.00	\$ 2,010,000.00	0.3416	0.2015	0.1287	Yes	No	Regional
30	62.3	2302-33665	Town of San Anselmo	LD Infrastructure	Install and operate 18 Level 2 (high) chargers at three destination facilities in San Anselmo.	\$ 90,000.00	\$ 481,944.00	0.1376	0.0812	0.0519	Yes	Yes	Marin
31	62	2303-34372	Intertie, Incorporated	LD Infrastructure	Install and operate 76 Level 2 (high) and 14 DC Fast chargers at three destination, one MFH, and five workplace facilities in Concord, Fairfax, Mill Valley, San Rafael, and Sausalito.	\$ 884,500.00	\$ 2,100,644.00	2.7854	1.6689	1.0825	No	Yes	Marin
32	61.5	2302-33760	OLAM San Francisco Mission Garage, LLC	LD Infrastructure	Install and operate 9 Level 2 (low) and 41 DC Fast chargers at a mixed-use MFH and workplace facility in San Francisco.	\$ 1,475,500.00	\$ 1,758,627.00	5.3328	3.2993	2.2065	Yes	Yes	San Francisco
33	60.5	2301-33279	City of Rohnert Park	LD Infrastructure	Install and operate 38 Level 2 (high) and 4 DC Fast chargers at six destination, one transit parking, and two workplace facilities in Rohnert Park.	\$ 343,000.00	\$ 2,561,863.00	0.8292	0.4955	0.3206	No	Yes	Sonoma
34	60	2302-34193	Union Sanitary District	LD Infrastructure	Install and operate 10 Level 2 (high) and 4 DC Fast chargers at a workplace facility in Union City.	\$ 190,000.00	\$ 1,250,000.00	0.1023	0.0627	0.0416	No	Yes	Alameda
35	59.5	2302-34180	EV Charging Solutions, Inc.	LD Infrastructure	Install and operate 64 DC Fast chargers at eight destination facilities in Antioch, Concord, Hercules, Martinez, and Richmond.	\$ 2,400,000.00	\$ 10,560,000.00	1.3204	0.8176	0.5472	Yes	Yes	Contra Costa and Solano
36	59.3	2302-33666	Town of Fairfax	LD Infrastructure	Install and operate 3 Level 2 (high) chargers at a workplace facility in Fairfax.	\$ 16,500.00	\$ 38,196.00	0.0178	0.0105	0.0067	No	Yes	Marin
37	59	2301-33537	City of Livermore	LD Infrastructure	Install and operate 18 Level 2 (high) chargers at a transit parking facility in Livermore.	\$ 72,000.00	\$ 165,000.00	0.1867	0.1101	0.0703	Yes	No	Alameda

**ATTACHMENT 1**

**Table 1 – FYE 2023 Charge! Program Rank List**

Rank	Score	Project #	Applicant	Project Category	Project Description	Eligible Grant Award	Total Project Cost	Lifetime Emissions Reductions (tons)			CARE Area	AB1550 / SB535 Area	County
								NOx	ROG	PM			
38	58	2303-34363	ChargePoint	LD Infrastructure	Install and operate 14 DC Fast chargers at two destination facilities in San Jose and Santa Rosa.	\$ 430,000.00	\$ 2,733,750.00	1.9655	1.217	0.8146	No	No	Santa Clara and Sonoma
39	57.3	2303-34285	City of Pacifica	LD Infrastructure	Install and operate 20 Level 2 (high) chargers at one workplace and two destination facilities in Pacifica.	\$ 101,000.00	\$ 300,000.00	0.0582	0.0344	0.0219	No	Yes	San Mateo
40	57	2303-34388	GoPowerEV	LD Infrastructure	Install and operate 15 Level 1 chargers at a MFH facility in San Jose.	\$ 30,000.00	\$ 54,100.00	0.0103	0.0061	0.0039	No	No	Santa Clara
41	55.5	2303-34274	Clean Fuel Connection Inc.	LD Infrastructure	Install and operate 16 DC Fast chargers at two transportation corridor facilities in Hercules and Martinez.	\$ 560,000.00	\$ 1,320,000.00	0.3301	0.2044	0.1368	Yes	No	Contra Costa
42	55	2302-34127	GoPowerEV	LD Infrastructure	Install and operate 32 Level 1 chargers at a MFH facility in San Jose.	\$ 64,000.00	\$ 116,500.00	0.0284	0.0168	0.0107	No	No	Santa Clara
43	51	2302-33898	bp pulse fleet	LD Infrastructure	Install and operate 32 DC Fast chargers at a transportation corridor in South San Francisco.	\$ 1,440,000.00	\$ 7,727,174.00	0.3439	0.2129	0.1425	No	Yes	San Mateo

**ATTACHMENT 2**

**Table 1 – FYE 2023 Charge! Program Project Information**

Application Information			Facility Address				Facility Information	
Rank	Project #	Applicant	Street Address	City	County	Zip Code	Category	Affordable Housing
1	2303-34376	Green Water and Power	625 16th Street	Oakland	Alameda	94612	Multi-family Housing	No
2	2302-33902	NCP Multifamily LLC	1000 Ignacio Boulevard	Novato	Marin	94949	Multi-family Housing	Yes
2	2302-33902	NCP Multifamily LLC	980 Ignacio Boulevard	Novato	Marin	94949	Multi-family Housing	Yes
2	2302-33902	NCP Multifamily LLC	1825 Lincoln Avenue	San Rafael	Marin	94901	Multi-family Housing	Yes
2	2302-33902	NCP Multifamily LLC	1441 Casa Buena Drive	Corte Madera	Marin	94925	Multi-family Housing	Yes
2	2302-33902	NCP Multifamily LLC	380-450 Alameda Del Prado	Novato	Marin	94949	Multi-family Housing	Yes
2	2302-33902	NCP Multifamily LLC	285 Woodland Avenue	San Rafael	Marin	94901	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	47 N Knoll Road	Mill Valley	Marin	94941	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	140 Linden Lane	Mill Valley	Marin	94941	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	263 N San Pedro Road	San Rafael	Marin	94903	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	35 Carmel Drive	Novato	Marin	94945	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	5 Golden Hinde Boulevard	San Rafael	Marin	94903	Multi-family Housing	Yes
3	2302-34220	Marin Clean Energy	429 Drake Avenue	Sausalito	Marin	94965	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	1821 Fifth Avenue	San Rafael	Marin	94901	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	164 North San Pedro Road	San Rafael	Marin	94903	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	600 A Street	Pt. Reyes Station	Marin	94956	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	10 Labrea Way	San Rafael	Marin	94903	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	37 Miwok Way	Mill Valley	Marin	94941	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	33 San Clemente Drive	Corte Madera	Marin	94925	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	455 Canal Street	San Rafael	Marin	94901	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	12 Giacomini Road	Pt. Reyes Station	Marin	94956	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	191 Piper Court	Fairfax	Marin	94930	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	1100 Olive Avenue	Novato	Marin	94945	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	626 Owens Drive	Novato	Marin	94949	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	1352 Lincoln Avenue	San Rafael	Marin	94901	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	600 Larkspur Plaza Drive	Larkspur	Marin	94939	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	100 Neds Way	Tiburon	Marin	94920	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	359 Bel Marin Keys Boulevard II	Novato	Marin	94949	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	359 Bel Marin Keys Boulevard I	Novato	Marin	94949	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	515 San Rafael Avenue	Belvedere	Marin	94920	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	26 Edgewater Place	Larkspur	Marin	94939	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	345 Catalina Boulevard	San Rafael	Marin	94901	Multi-family Housing	Yes

**ATTACHMENT 2**

**Table 1 – FYE 2023 Charge! Program Project Information**

Application Information			Facility Address				Facility Information	
Rank	Project #	Applicant	Street Address	City	County	Zip Code	Category	Affordable Housing
4	2302-34233	Marin Clean Energy	20 Drakes Way	Larkspur	Marin	94939	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	855 C Street	San Rafael	Marin	94901	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	321 Cecilia Way	Tiburon	Marin	94920	Multi-family Housing	Yes
4	2302-34233	Marin Clean Energy	408 Bee Street	Sausalito	Marin	94965	Multi-family Housing	Yes
5	2303-34370	Marin Clean Energy	107 Marin Street	San Rafael	Marin	94901	Multi-family Housing	Yes
6	2302-33855	Farm Hill Vista HOA	4000 Farm Hill Boulevard	Redwood City	San Mateo	94061	Multi-family Housing	No
7	2302-34115	GRID Alternatives Bay Area	270 Curry Street	Richmond	Contra Costa	94801	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	1904 Adeline Street	Oakland	Alameda	94607	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	802 Chesley Avenue	Richmond	Contra Costa	94801	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	150 South 45th Street	Richmond	Contra Costa	94804	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	2989 Pullman Avenue	Richmond	Contra Costa	94804	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	680 South 37th Street	Richmond	Contra Costa	94804	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	935 Union Street	Oakland	Alameda	94607	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	1670 8th Street	Oakland	Alameda	94607	Multi-family Housing	Yes
7	2302-34115	GRID Alternatives Bay Area	1700 Nevin Ave	Richmond	Contra Costa	94801	Transit Parking	N/A
7	2302-34115	GRID Alternatives Bay Area	3401 E 12th Street	Oakland	Alameda	94601	Transit Parking	N/A
8	2303-34373	Green Water and Power	1223 Webster Street	San Francisco	San Francisco	94115	Multi-family Housing	Yes
9	2303-34269	Shelter Creek COA Office	701 Shelter Creek Lane	San Bruno	San Mateo	94066	Multi-family Housing	No
10	2303-34331	Danville Townhomes Homeowners Association	394 Ilo Lane	Danville	Contra Costa	94526	Multi-family Housing	No
11	2302-33961	176 Athol LLC	176 Athol Avenue	Oakland	Alameda	94606	Multi-family Housing	No
12	2302-33919	MIRA Master Owners Association	280 Spear Street	San Francisco	San Francisco	94105	Multi-family Housing	No
13	2302-34231	San Francisco Bay Area Rapid Transit District (BART)	1700 Nevin Ave	Richmond	Contra Costa	94801	Transit Parking	N/A
13	2302-34231	San Francisco Bay Area Rapid Transit District (BART)	3401 E 12th Street	Oakland	Alameda	94601	Transit Parking	N/A
14	2302-33950	EVmatch, Inc.	340 29th Avenue	Oakland	Alameda	94601	Multi-family Housing	No
15	2303-34383	Green Water and Power	6951 Lion Way	Oakland	Alameda	94612	Multi-family Housing	Yes
16	2303-34367	Green Water and Power	961 Porter Street	Vallejo	Solano	94590	Multi-family Housing	Yes
17	2303-34378	The Palo Alto Condominium Owners' Association	101 Alma Street	Palo Alto	Santa Clara	94301	Multi-family Housing	No
18	2211-32723	Drotman Realty	385 Pine Hill Road	Mill Valley	Marin	94941	Multi-family Housing	No
18	2211-32723	Drotman Realty	18 Main Street	San Quentin Village	Marin	94964	Multi-family Housing	No
18	2211-32723	Drotman Realty	79 Bayo Vista Way	San Rafael	Marin	94901	Multi-family Housing	No
19	2302-34214	1567 McAllister Street HOA	1567 McAllister Street	San Francisco	San Francisco	94115	Multi-family Housing	No
20	2301-33229	Carmel Gardens HOA, Burlingame	977 El Camino Real	Burlingame	San Mateo	94010	Multi-family Housing	No

**ATTACHMENT 2**

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Application Information			Facility Address				Facility Information	
Rank	Project #	Applicant	Street Address	City	County	Zip Code	Category	Affordable Housing
21	2302-34181	San Rafael Manor	1030 Los Gamos Road	San Rafael	Marin	94903	Multi-family Housing	No
22	2302-33758	City of Pittsburg	357 East 12th Street	Pittsburg	Contra Costa	94565	Workplace	N/A
22	2302-33758	City of Pittsburg	2581 Harbor Street	Pittsburg	Contra Costa	94565	Workplace	N/A
22	2302-33758	City of Pittsburg	300 Olympia Drive	Pittsburg	Contra Costa	94565	Workplace	N/A
22	2302-33758	City of Pittsburg	65 Civic Avenue	Pittsburg	Contra Costa	94565	Workplace	N/A
22	2302-33758	City of Pittsburg	999 Center Drive	Pittsburg	Contra Costa	94565	Destination	N/A
23	2303-34270	Contra Costa County	40 Douglas Drive	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	30 Douglas Drive	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	2047 Arnold Industrial Way	Concord	Contra Costa	94520	Workplace	N/A
23	2303-34270	Contra Costa County	847 Brookside Drive	Richmond	Contra Costa	94801	Workplace	N/A
23	2303-34270	Contra Costa County	2500 Alhambra Avenue	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	1650 Cavallo Road	Antioch	Contra Costa	94509	Workplace	N/A
23	2303-34270	Contra Costa County	4800 Imhoff Place	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	1305 MacDonald Avenue	Richmond	Contra Costa	94801	Workplace	N/A
23	2303-34270	Contra Costa County	151 Linus Pauling Drive	Hercules	Contra Costa	94547	Workplace	N/A
23	2303-34270	Contra Costa County	1960 Muir Road	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	2467 Waterbird Way	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	2475 Waterbird Way	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	2530 Arnold Drive	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	597 Center Avenue	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	595 Center Avenue	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	4549 Delta Fair Boulevard	Antioch	Contra Costa	94509	Workplace	N/A
23	2303-34270	Contra Costa County	4545 Delta Fair Boulevard	Antioch	Contra Costa	94509	Workplace	N/A
23	2303-34270	Contra Costa County	255 Glacier Drive	Martinez	Contra Costa	94553	Workplace	N/A
23	2303-34270	Contra Costa County	50 Douglas Drive	Martinez	Contra Costa	94553	Workplace	N/A
24	2303-34330	EVgo Services LLC	1025 Ashby Avenue	Berkeley	Alameda	94710	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	20800 Hesperian Boulevard	Hayward	Alameda	94541	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	4242 S El Camino Real	San Mateo	San Mateo	94403	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	2799 Lone Tree Way	Antioch	Contra Costa	94509	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	1751 E Capitol Expy	San Jose	Santa Clara	95121	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	900 Market Street	Oakland	Alameda	94607	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	280 Metro Center	Colma	San Mateo	94014	Transportation Corridor	N/A



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Application Information			Facility Address				Facility Information	
Rank	Project #	Applicant	Street Address	City	County	Zip Code	Category	Affordable Housing
24	2303-34330	EVgo Services LLC	341 Sun Valley Mall	Concord	Contra Costa	94520	Transportation Corridor	N/A
24	2303-34330	EVgo Services LLC	301 S. McDowell Boulevard	Petaluma	Sonoma	94954	Transportation Corridor	N/A
25	2302-33844	Grand Petroleum Inc	1533 W Campbell Avenue	Campbell	Santa Clara	95008	Destination	N/A
25	2302-33844	Grand Petroleum Inc	138 Jackson Street	Hayward	Alameda	94544	Transportation Corridor	N/A
25	2302-33844	Grand Petroleum Inc	605 Contra Costa Boulevard	Concord	Contra Costa	94523	Transportation Corridor	N/A
25	2302-33844	Grand Petroleum Inc	3210 Buskirk Avenue	Pleasant Hill	Contra Costa	94523	Transportation Corridor	N/A
26	2302-33921	Alameda County Government	3600 Norbridge Avenue	Castro Valley	Alameda	94546	Destination	N/A
27	2301-33528	7-Eleven, Inc.	22596 Center Street	Hayward	Alameda	94541	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	1002 West Evelyn Avenue	Sunnyvale	Santa Clara	94086	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	5148 Moorpark Avenue	San Jose	Santa Clara	95129	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	460 Woodside Road	Redwood City	San Mateo	94061	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	2500 San Ramon Valley Boulevard	San Ramon	Contra Costa	94583	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	1136 Mission Road	South San Francisco	San Mateo	94080	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	401 El Camino Real	Millbrae	San Mateo	94030	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	1335 South Bascom Avenue	San Jose	Santa Clara	95128	Transportation Corridor	N/A
27	2301-33528	7-Eleven, Inc.	9000 Kimball Avenue	San Ramon	Contra Costa	94538	Transportation Corridor	N/A
28	2302-34083	Circle K	401 E 10th Street	Gilroy	Santa Clara	95020	Transportation Corridor	N/A
29	2303-34386	Green Water and Power	2 Harbor Point Drive	Mill Valley	Marin	94941	Multi-family Housing	No
29	2303-34386	Green Water and Power	535 Everett Avenue	Palo Alto	Santa Clara	94301	Multi-family Housing	No
29	2303-34386	Green Water and Power	501 Forest Avenue	Palo Alto	Santa Clara	94301	Multi-family Housing	No
29	2303-34386	Green Water and Power	300 Channing Way	San Rafael	Marin	94903	Multi-family Housing	No
29	2303-34386	Green Water and Power	200 Buchanan Street	San Francisco	San Francisco	94102	Multi-family Housing	No
29	2303-34386	Green Water and Power	1389 Jefferson Street	Oakland	Alameda	94612	Multi-family Housing	No
30	2302-33665	Town of San Anselmo	Pine St. and San Anselmo Avenue	San Anselmo	Marin	94960	Destination	N/A
30	2302-33665	Town of San Anselmo	Creek Park, Sir Francis Drake Boulevard and Bank Street	San Anselmo	Marin	94960	Destination	N/A
30	2302-33665	Town of San Anselmo	1000 Sir Francis Drake Boulevard	San Anselmo	Marin	94960	Destination	N/A
31	2303-34372	Intertie, Incorporated	1841 Laguna Street	Concord	Contra Costa	94520	Multi-family Housing	No
31	2303-34372	Intertie, Incorporated	310 Harbor Drive	Sausalito	Marin	94965	Destination	N/A
31	2303-34372	Intertie, Incorporated	10 Liberty Ship Way	Sausalito	Marin	94965	Workplace	N/A
31	2303-34372	Intertie, Incorporated	201 Flamingo Road	Mill Valley	Marin	94941	Destination	N/A
31	2303-34372	Intertie, Incorporated	636 Nevada Street	Sausalito	Marin	94965	Workplace	N/A
31	2303-34372	Intertie, Incorporated	200 Phillips Drive	Sausalito	Marin	94965	Workplace	N/A

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Rank	Project #	Applicant	Street Address	City	County	Zip Code	Category	Affordable Housing
31	2303-34372	Intertie, Incorporated	720 Center Boulevard	Fairfax	Marin	94930	Destination	N/A
31	2303-34372	Intertie, Incorporated	1 Thorndale Drive	San Rafael	Marin	94903	Workplace	N/A
31	2303-34372	Intertie, Incorporated	711 Grand Avenue	San Rafael	Marin	94901	Workplace	N/A
32	2302-33760	OLAM San Francisco Mission Garage, LLC	1160 Mission Street	San Francisco	San Francisco	94109	Multi-family Housing/Workplace	No
33	2301-33279	City of Rohnert Park	900 Enterprise Drive	Rohnert Park	Sonoma	94928	Transit Parking	N/A
33	2301-33279	City of Rohnert Park	130 Avram Avenue	Rohnert Park	Sonoma	94928	Workplace	N/A
33	2301-33279	City of Rohnert Park	600 Enterprise Drive	Rohnert Park	Sonoma	94928	Workplace	N/A
33	2301-33279	City of Rohnert Park	5405 Snyder Lane	Rohnert Park	Sonoma	94928	Destination	N/A
33	2301-33279	City of Rohnert Park	5669 J Rodgers Lane	Rohnert Park	Sonoma	94928	Destination	N/A
33	2301-33279	City of Rohnert Park	6250 State Farm Drive	Rohnert Park	Sonoma	94928	Destination	N/A
33	2301-33279	City of Rohnert Park	1501 Middlebrook Way	Rohnert Park	Sonoma	94928	Destination	N/A
33	2301-33279	City of Rohnert Park	7471 Bernice Avenue	Rohnert Park	Sonoma	94928	Destination	N/A
33	2301-33280	City of Rohnert Park	5301 Snyder Lane	Rohnert Park	Sonoma	94928	Destination	N/A
34	2302-34193	Union Sanitary District	5072 Benson Road	Union City	Alameda	94587	Workplace	N/A
35	2302-34180	EV Charging Solutions, Inc	2001 Refugio Valley Road	Hercules	Contra Costa	94547	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	111 Civic Drive	Hercules	Contra Costa	94547	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	550 Sally Ride Drive	Concord	Contra Costa	94520	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	1650 Cavallo Road	Antioch	Contra Costa	94509	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	5555 Giant Hwy	Richmond	Contra Costa	94806	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	2500 Alhambra Avenue	Martinez	Contra Costa	94553	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	1305 Macdonald Avenue	Richmond	Contra Costa	94801	Destination	N/A
35	2302-34180	EV Charging Solutions, Inc	50 Douglas Drive	Martinez	Solano	94553	Destination	N/A
36	2302-33666	Town of Fairfax	142 Bolinas Road	Fairfax	Marin	94930	Workplace	N/A
37	2301-33537	City of Livermore	2023 Veterans Way	Livermore	Alameda	94550	Transit Parking	N/A
38	2303-34363	ChargePoint	1980 Santa Rosa Avenue	Santa Rosa	Sonoma	95407	Destination	N/A
38	2303-34363	ChargePoint	879 Blossom Hill Road	San Jose	Santa Clara	95123	Destination	N/A
39	2303-34285	City of Pacifica	170 Santa Maria Avenue	Pacifica	San Mateo	94044	Workplace	N/A
39	2303-34285	City of Pacifica	449 Dondee Way	Pacifica	San Mateo	94044	Destination	N/A
39	2303-34285	City of Pacifica	540 Crespi Drive	Pacifica	San Mateo	94044	Destination	N/A
40	2303-34388	GoPowerEV	4860 Northlawn Drive	San Jose	Santa Clara	95130	Multi-family Housing	No
41	2303-34274	Clean Fuel Connection, Inc.	151 Linus Pauling Drive	Hercules	Contra Costa	94547	Transportation Corridor	N/A
41	2303-34274	Clean Fuel Connection, Inc.	2471 Waterbird Way	Martinez	Contra Costa	94553	Transportation Corridor	N/A

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42	2302-34127	GoPowerEV	1255 Saratoga Avenue	San Jose	Santa Clara	95129	Multi-family Housing	No
43	2302-33898	bp pulse fleet	177 S Airport Boulevard	South San Francisco	San Mateo	94080	Transportation Corridor	N/A

### Attachment 3

## FYE2023 Charge! Program Memo Attachments: Figures, Maps, and Tables

Figure 1. Publicly Available Level 1, Level 2, and DC Fast Charging Ports by County in the Air District's jurisdiction

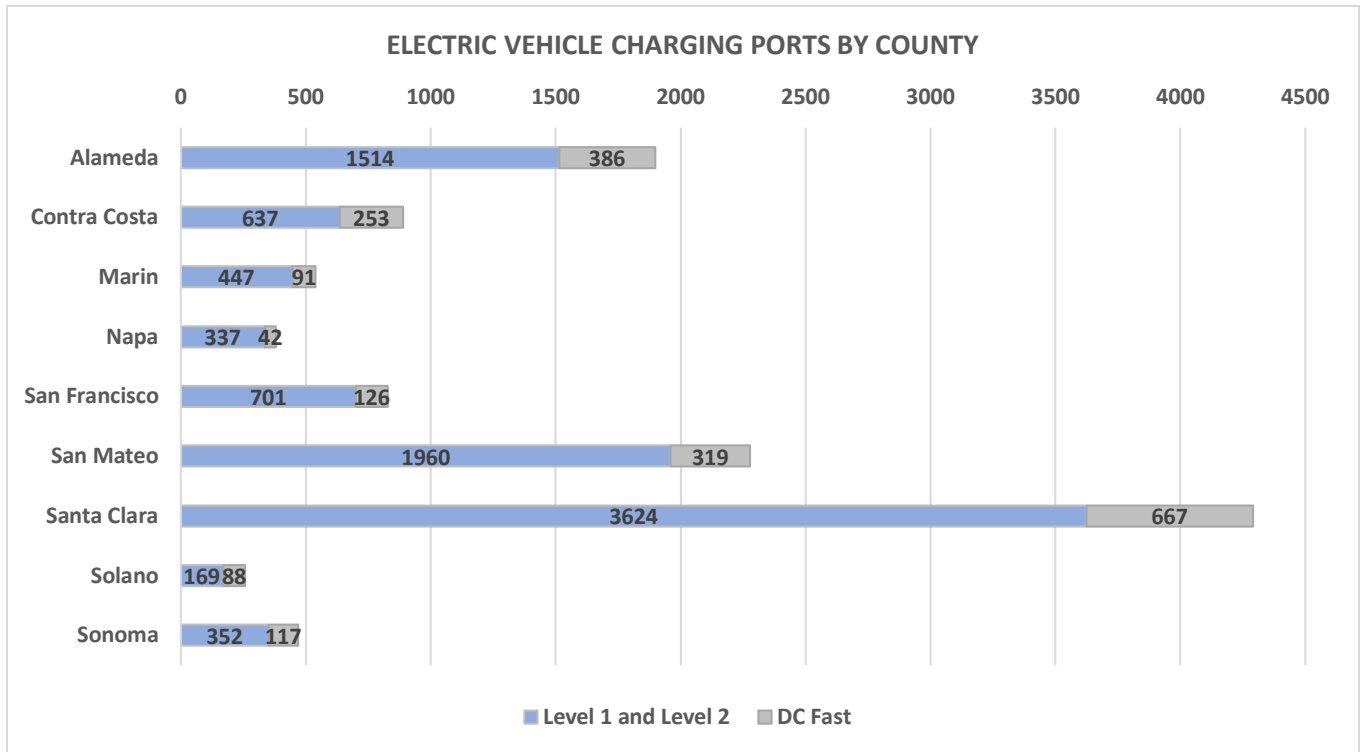




Table 1: Application Evaluation Criteria and Scoring

Evaluation criteria	Possible points
<p><b>Project details &amp; implementation plan</b></p> <ul style="list-style-type: none"> <li>• Project scope/details</li> <li>• Partners/community support</li> <li>• Location/facility type</li> <li>• Accessibility</li> </ul>	<b>10</b>
<p><b>Project benefits</b></p> <ul style="list-style-type: none"> <li>• # of units to be implemented</li> <li>• # of units per county and facility type</li> <li>• Estimated emissions reductions</li> <li>• Anticipated charger utilization</li> <li>• Community support</li> <li>• Alternative power source (e.g., solar, wind), and technology type</li> </ul>	<b>20</b>
<p><b>Priorities</b></p> <ul style="list-style-type: none"> <li>• Project location: <a href="#">Priority Population Areas</a>, multi-family housing, affordable housing</li> </ul>	<b>25</b>
<p><b>Readiness</b></p> <ul style="list-style-type: none"> <li>• Resources available</li> <li>• Readiness for implementation</li> <li>• Project timeline</li> </ul>	<b>15</b>
<p><b>Qualifications</b></p> <ul style="list-style-type: none"> <li>• Applicant experience/history</li> <li>• Partners' roles and experience</li> <li>• Local/Green business</li> <li>• Minority Business Enterprises (MBE)</li> <li>• Women's Business Enterprises (WBE)</li> </ul>	<b>10</b>
<p><b>Budget</b></p> <ul style="list-style-type: none"> <li>• Itemized equipment and infrastructure cost</li> <li>• Co-funding/match</li> <li>• Cost per port installed</li> <li>• Total funds requested</li> </ul>	<b>10</b>
<p><b>Application completeness</b></p>	<b>10</b>
<p><b>Total Points Possible</b></p>	<b>100</b>