



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  
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/88034102993>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 880 3410 2993**

# MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING AGENDA

WEDNESDAY, APRIL 12, 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**

3. **Public Meeting Procedure**

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

***Public Comment on Agenda Items:** The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.*

**CONSENT CALENDAR (Item 4)**

4. Approval of the Minutes of the Mobile Source & Climate Impacts Committee Meeting of March 8, 2023

*The Committee will consider approving the attached draft minutes of the Mobile Source & Climate Impacts Committee Meeting of March 8, 2023.*

## **ACTION ITEM(S)**

5. Projects and Contracts with Proposed Grant Awards Over \$500,000

*This is an action item for the Committee to consider recommending the Board of Directors approve projects with proposed grant awards over \$500,000 and authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.*

## **INFORMATIONAL ITEM(S)**

6. Updated 2023 Mobile Source and Climate Impacts Committee Meeting Work Plan

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

7. Transportation Fund for Clean Air Program Audit #23 Results

*This is an informational item for the Committee's review regarding Audit #23 of the Transportation Fund for Clean Air. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.*

8. Overview of Air District's Voluntary Mobile Source Grant Programs and Summary of Results for Calendar Year 2022

*This is an informational item to provide the Committee an overview of the Air District's voluntary mobile source grant programs and a summary of results for calendar year 2022. This item will be presented by Chengfeng Wang, Air Quality Program Manager, and Karen Schkolnick, Director of Strategic Incentives.*

## **OTHER BUSINESS**

9. Public Comment on Non-Agenda Matters

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

10. Committee Member Comments

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

11. Time and Place of Next Meeting

*Wednesday, 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 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**

**APRIL 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	12	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena and Ohlone Rooms
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	12	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena and Ohlone Rooms
Board of Directors Meeting	Wednesday	19	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	19	1:00 p.m.	1 <sup>st</sup> Floor Board Room

**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 Meeting	Wednesday	3	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	3	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Advisory Council Meeting	Monday	8	8:30 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	10	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena and Ohlone Rooms
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	10	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena and Ohlone Rooms
Board of Directors Meeting	Wednesday	17	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	17	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Community Advisory Council	Thursday	18	6:00 pm.	To be determined

**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: April 12, 2023

Re: Approval of the Minutes of the Mobile Source & Climate Impacts Committee  
Meeting of March 8, 2023

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source & Climate Impacts Committee Meeting of March 8, 2023.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source & Climate Impacts Committee Meeting of March 8, 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 March 8, 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, March 8, 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) Chairperson, Myrna Melgar, called the meeting to order at 1:01 p.m.

#### **Roll Call:**

Present, In-Person (375 Beale Street, Board Room, San Francisco, California, 94105): Chairperson Myrna Melgar; Vice Chairperson Sergio Lopez; and Directors John Gioia, Juan Gonzalez, Lynda Hopkins, Otto Lee, and Ray Mueller.

No Committee members participated remotely, nor from satellite locations.

Absent: Board Chairperson John J. Bauters; and Directors David Hudson, Shamann Walton, and Steve Young.

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

NOTED PRESENT: Director Gonzalez was noted present at 1:02 p.m.

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

4. Approval of the Minutes of the Mobile Source & Climate Impacts Committee Meeting of November 28, 2022
5. Quarterly Update of Grant Awards for the Carl Moyer and Transportation Fund for Clean Air Incentive Programs

#### **Public Comments**

No requests received.

Committee Comments

None.

Committee Action

Director Lee made a motion, seconded by Director Gioia, to **approve** Consent Calendar Item 4; and the motion **carried** by the following vote of the Committee:

AYES: Gioia, Gonzalez, Lee, Lopez, Melgar, Muller.  
NOES: None.  
ABSTAIN: Hopkins.  
ABSENT: Bauters, Hudson, Walton, Young.

Director Lee made a motion, seconded by Director Gioia, to **approve** Consent Calendar Item 5; and the motion **carried** by the following vote of the Committee:

AYES: Gioia, Gonzalez, Hopkins, Lee, Lopez, Melgar, Muller.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Bauters, Hudson, Walton, Young.

**ACTION ITEM**

**6. ALLOCATION OF TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FISCAL YEAR ENDING (FYE) 2024 FUNDING**

Ken Mak, Supervising Staff Specialist, gave the staff presentation *Allocation of Fiscal Year Ending 2024 Transportation Fund for Clean Air Funding*, including: action items, outline, TFCA background; strategies for reducing emissions; proposed FYE 2024 TFCA funding allocation; proposed cost effectiveness Air District – sponsored programs; FYE 2024 TFCS timeline; and action items.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether electric vehicle charging infrastructure will be funded, and if so, how much of that infrastructure will be located in low-income communities; trip reduction projects versus clean air vehicles projects; the average bike facility project allocation; whether grants can be multi-year awards, and whether funds may be set aside to compound over time before they are allocated to a given project; the impacts of low-frequency transit routes and whether increasing service could be an eligible project; the importance of looking at program criteria through an equity lens and promote projects in Assembly Bill (AB) 617 communities; whether the Air District’s Community Advisory Council discusses overcoming barriers to active transportation; the reasons for carryover/fallout, and how carryover funds are distributed for the next funding cycle; the proposed cost effectiveness change

of \$500,000; the amount of pollution emitted from a single light-duty vehicle per year; why signal improvement projects are no longer funded; and how much a Vehicle Buy Back participant can receive.

### Committee Action

Director Gioia made a motion, seconded by Director Hopkins, to recommend the Board **approves** the proposed allocation of the estimated new Transportation Fund for Clean Air monies, and **authorize** the proposed cost-effectiveness limits for the Air District-sponsored programs and projects; and the motion **carried** by the following vote of the Committee:

AYES: Gioia, Gonzalez, Hopkins, Lee, Lopez, Melgar, Muller.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Bauters, Hudson, Walton, Young.

### INFORMATIONAL ITEMS

#### **7. REPORT ON TRANSPORTATION FUND FOR CLEAN AIR PROJECTS EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING 2022**

Dr. Minda Berbeco, Strategic Incentives Division Manager, gave the staff presentation *Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness for Fiscal Year Ending 2022*, including: informational item; outline; TFCA background; summary of project and program results (FYE 2022 TFCA expenditures by category); summary of results (FYE 2022 TFCA effectiveness and emissions reductions; FYE 2022 TFCA cost-effectiveness and key report findings; and next steps.

### Public Comments

No requests received.

### Committee Comments

The Committee and staff discussed concern about the fact that only 17% of projects benefit Community Air Risk Evaluation (CARE) areas, and the request for a 2024 CARE projects benefit goal that exceeds 17%; the request for more broad retrospective data for additional context, as not all AB 617 communities are located in CARE communities; why some projects' weighted cost-effectiveness is "not applicable"; and whether the Air District has thought of ways to describe the health benefits of vehicle miles travel reduction besides comparing it to a removed number of passenger cars (how to quantify projects equating to health improvements).

### Committee Action

None; receive and file.

**8. PROPOSED 2023 MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING WORK PLAN**

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

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the status of projects and contracts with proposed grant awards under \$500,000; who is eligible for the various grants; whether an indirect source rule would be incorporated into the Stationary Source & Climate Impacts Committee's Work Plan, or in that of the Mobile Source & Climate Impacts Committee; and the request to add aviation fuel to the Committee's Work Plan.

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

**12. ADJOURNMENT**

The meeting was adjourned at 2:19 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: April 12, 2023

Re: Projects and Contracts with Proposed Grant Awards Over \$500,000

RECOMMENDED ACTION

Recommend the Board of Directors:

1. Approve recommended projects with proposed grant awards over \$500,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended projects.

BACKGROUND

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

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (CARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Projects eligible under the CMP guidelines include heavy-duty diesel engine applications such as on-road trucks and buses, off-road construction, agricultural equipment, marine vessels, locomotives, stationary agricultural pump engines, and electric and hydrogen charging stations that support the deployment of new zero-emission vehicles and equipment. Per AB 1390, at least 50% of CMP funds must be allocated to projects that benefit communities with the most significant exposure to air contaminants or localized air contaminants.

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

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

### **Community Air Protection Program**

In 2017, AB 617 directed CARB, in conjunction with local air districts to establish a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. The AB 617 initiative calls for strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the State, stronger regulation of pollution sources, and incentives for reducing air pollution and public health impacts from mobile and stationary sources.

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

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

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

### **Transportation Fund for Clean Air**

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority and requirements for the Transportation Fund for Clean Air (TFCA) are set forth in HSC Sections 44241 and 44242. Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air program) and to a program referred to as the Regional Fund. The remaining forty percent of the funds are directly granted, or passed through, to the designated Bay Area County Program Managers, who in turn award TFCA funds to eligible projects within their county. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. On April 6, 2022, the Board authorized funding allocations for use of the sixty percent of the

TFCA revenue in FYE 2023, and cost-effectiveness limits for Air District-sponsored FYE 2023 programs. On May 4, 2022, the Board adopted policies and evaluation criteria for the FYE 2023 Regional Fund program.

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

Table 1  
Funding Sources and Initial Revenues

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

\*Some revenues were partially obligated to projects in FYE22 and therefore full amounts may not be available for award to projects in FYE23.

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

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

## DISCUSSION

For the FYE 2023, the Air District had approximately \$117 million available in CMP, MSIF, CAPP, FARMER, and TFCA funds for eligible projects, including prior year funds. Under these funding sources, the Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis.

Between February 3, 2023 and March 9, 2023, staff evaluated two new eligible projects with proposed awards of over \$500,000. These two projects will replace a total of four diesel school buses with four electric zero-emissions school buses and install a total of four supporting electric charging stations. The proposed projects are estimated to reduce nearly 0.3 tons of NOx, ROG, and PM emissions per year. Staff recommends approval of the allocations of up to \$2,003,345 for these projects from a combination of CMP, MSIF, CAPP, and TFCA revenues. Attachment 1 provides additional information on the projects. Both projects proposed for approval benefit priority areas.

Attachment 2, updated at least quarterly, lists all eligible projects that have been awarded by the Air District between July 1, 2022, and March 9, 2023, including information about project equipment, award amounts, estimated emissions reductions, community benefits, and project locations. Over 89% of these funds have been awarded or allocated to low-income residents or to projects that reduce emissions in CARE, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. The percentage will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

Attachment 3 provides fiscal year facts and figures on the status of funding available and allocations by county and category as of March 9, 2023.

## BUDGET CONSIDERATION/FINANCIAL IMPACT

The Air District distributes the CMP, MSIF, CAPP, FARMER, and TFCA funding to project sponsors on a reimbursement basis. The two projects will cost up to \$2,003,345 and will be paid for out of one or more of the state and local incentive funds discussed in this report upon project completion expected within the next one to three years. Funding for administrative costs to implement these programs, including evaluating, contracting, and monitoring projects for multiple years, is provided by each funding source.



Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Daniel Langmaid and Kenneth Mak  
Reviewed by: Minda Berbeco, Alona Davis, and Karen Schkolnick

ATTACHMENTS:

1. Projects with grant awards greater than \$500,000 (evaluated 2/3/23 to 3/9/23)
2. All projects - awarded, allocated, and recommended (7/1/22 to 3/9/23)
3. Funding Facts and Figures (7/1/22 through 3/9/23)

## ATTACHMENT 1

Table 1 - Projects with grant awards greater than \$500k (Evaluated between 2/3/23 and 3/9/23)  
 Carl Moyer Program, Transportation Fund for Clean Air, Mobile Source Incentive Fund, FARMER, and Community Air Protection Program

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Total Project Cost	Emission Reductions (tons per year)			County	Benefits Priority Area(s)
						NO <sub>x</sub>	ROG	PM		
23SBP32	Castro Valley Unified School district	On-Road	Replace two diesel-powered school buses with two electric-powered school buses with associated infrastructure. Infrastructure includes two level 2 bus chargers, and associated electric equipment/wiring.	\$1,130,562.00	\$1,205,869.51	0.1261	0.0127	0.0012	Alameda	Yes
23SBP51	St. Helena Unified School District	On-Road	Replace two diesel-powered school buses with two electric-powered school buses with associated infrastructure. Infrastructure includes two level 2 bus chargers, and associated electric equipment/wiring.	\$872,783.00	\$958,498.54	0.1469	0.0113	0.0009	Napa	Yes
<b>2</b>	<b>Projects</b>			<b>Totals</b>	<b>\$2,003,345.00</b>	<b>\$2,164,368.05</b>	<b>0.273</b>	<b>0.024</b>	<b>0.002</b>	

## ATTACHMENT 2

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

### CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects (awarded and allocated between 7/1/22 and 3/9/23)

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source <sup>1</sup>
						NOx	ROG	PM				
23R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	N/A	\$ 150,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
23R02	LD Vehicles	Vehicle Buy Back Program Implementation	N/A	\$ 200,000	BAAQMD	N/A	N/A	N/A	Regional	6/15/22	N/A	1
23R03	Trip Reduction	Spare The Air/ Intermittent Control/ Flex Your Commute Programs	N/A	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
23R04	LD Infrastructure	FYE 23 Charge! Program	N/A	\$ 5,350,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
22MOY305	Ag/ off-road	Equipment replacement	2	\$ 123,600	Shifflett Ranch & Vineyard LLC	0.241	0.035	0.024	Napa	7/1/22	No	2
22MOY311	Ag/ off-road	Equipment replacement	1	\$ 153,100	Jay A Clay	0.363	0.047	0.027	Sonoma	7/8/22	Yes	2
22SBP337	School Bus	Equipment replacement	1	\$ 400,000	Hayward Unified School District	0.042	0.002	0.001	Alameda	7/11/22	Yes	1, 2
22MOY229	Ag/ off-road	Equipment replacement	1	\$ 43,900	Boething Treeland Farms inc.	0.059	0.009	0.006	San Mateo	7/11/22	No	2
22MOY334	Ag/ off-road	Equipment replacement	1	\$ 135,800	Point Reyes Pastures Inc.	0.276	0.036	0.020	Marin	7/11/22	Yes	2
22SBP117	School Bus	Equipment replacement + Infrastructure	8	\$ 4,370,779	San Mateo Union High School District	0.731	0.058	0.026	San Mateo	7/20/22	Yes	1, 2
22SBP232	School Bus	Equipment replacement + Infrastructure	5	\$ 1,916,236	Antioch Unified School District	0.378	0.029	0.002	Contra Costa	7/20/22	Yes	1, 2
22SBP248	School Bus	Equipment replacement	3	\$ 648,794	Mt. Diablo Unified School District	0.203	0.016	0.008	Contra Costa	7/20/22	Yes	1
22MOY320	Ag/ off-road	Equipment replacement	1	\$ 49,300	Atlas Oaks Ranch, LLC	0.047	0.011	0.009	Napa	8/12/22	No	2
22MOY342	Ag/ off-road	Equipment replacement	3	\$ 100,300	Vinas Del Norte LLC	0.181	0.028	0.025	Napa	8/16/22	Yes	2
22MOY341	Ag/ off-road	Equipment replacement	1	\$ 65,800	Williams Ranch	0.276	0.036	0.025	Sonoma	8/17/22	No	2
22MOY234	Ag/ off-road	Equipment replacement	3	\$ 253,300	DCS END POST DRIVING	0.755	0.107	0.062	Napa	9/2/22	No	2
22MOY318	Ag/ off-road	Equipment replacement	1	\$ 49,300	Ahmann Ranches, LLC	0.156	0.024	0.014	Napa	9/9/22	No	2
22MOY359	Ag/ off-road	Equipment replacement	1	\$ 39,000	Spaletta Dairy	0.118	0.018	0.011	Marin	9/21/22	Yes	2
22MOY349	Ag/ off-road	Equipment replacement	1	\$ 92,700	Cobb Creek Holdings, LLC DBA CCH Ag Services	0.162	0.027	0.019	Napa	9/21/22	No	2
22MOY63	Ag/ off-road	Equipment replacement	1	\$ 286,800	B & T Farms	0.684	0.072	0.037	Santa Clara	9/21/22	Yes	2
22SBP279	School Bus	Equipment replacement + Infrastructure	5	\$ 1,640,986	East Side Union High School District	0.502	0.045	0.003	Santa Clara	9/21/22	Yes	1, 2
22SBP340	School Bus	Equipment replacement + Infrastructure	3	\$ 1,237,496	Sequoia Union High School District	0.325	0.033	0.002	San Mateo	9/21/22	Yes	1, 2
22MOY202	On-road	Infrastructure	0	\$ 600,000	Solano County Transit	N/A	N/A	N/A	Solano	12/7/22	Yes	2
22SBP236	School Bus	Equipment replacement + Infrastructure	6	\$ 2,087,000	Liberty Union High School District	0.652	0.050	0.004	Contra Costa	12/7/22	Yes	1, 2
23MOY2	Ag/ off-road	Equipment replacement	2	\$ 440,600	Simoni & Massoni Farms, LLC	1.007	0.062	0.029	Contra Costa	10/24/22	Yes	2
23MOY6	Ag/ off-road	Equipment replacement	1	\$ 72,200	Ortiz Family Farm	0.172	0.021	0.014	Sonoma	10/24/22	Yes	2
23MOY3	Ag/ off-road	Equipment replacement	1	\$ 418,300	Poncica Fertilizer, Inc.	1.056	0.096	0.060	Sonoma	10/28/22	Yes	2
23MOY5	Ag/ off-road	Equipment replacement	1	\$ 60,500	German Vineyards LLC	0.041	0.010	0.008	Solano	10/28/22	No	2

## ATTACHMENT 2

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

### CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects (awarded and allocated between 7/1/22 and 3/9/23)

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source <sup>1</sup>
						NOx	ROG	PM				
22SBP203 <sup>1</sup>	School Bus	Equipment replacement + Infrastructure	9	\$ 94,024	Oak Grove School District	0.5705	0.0470	0.0035	Santa Clara	12/7/22	Yes	1
22MOY325	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2
22MOY326	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2
22MOY327	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	San Mateo	12/7/22	Yes	2
22MOY284	Off-road	Engine replacement	3	\$ 850,500	TraPac, LLC	2.592	0.202	0.083	Alameda	12/7/22	Yes	2
23MOY1	Ag/ off-road	Equipment replacement	2	\$ 732,400	Ielmorini Custom Spreading, LLC	2.969	0.303	0.178	Marin	12/7/22	Yes	2
23MOY15	Ag/ off-road	Equipment replacement	1	\$ 78,500	Trademark Vineyards, LLC	0.108	0.017	0.013	Napa	11/4/22	No	2
23MOY23	Ag/ off-road	Equipment replacement	1	\$ 38,200	Martinelli Vineyard Management, Inc.	0.140	0.022	0.013	Sonoma	11/14/22	No	2
23MOY7	Ag/ off-road	Equipment replacement	3	\$ 367,500	C & F Farms inc	0.912	0.106	0.065	Santa Clara	11/15/22	Yes	2
23MOY14	Ag/ off-road	Equipment replacement	2	\$ 94,400	Robert T Jordan, DBA: Grand Crew Vineyard Management	0.046	0.029	0.001	Napa	11/22/22	No	2
23MOY28	Ag/ off-road	Equipment replacement	1	\$ 70,300	Isley Brothers Farming, LLC	0.031	0.020	0.001	Napa	11/22/22	No	2
22MOY356	Ag/ off-road	Equipment replacement	1	\$ 93,400	Imhof Tractor Service, Inc	0.247	0.027	0.015	Alameda	11/28/22	Yes	2
23MOY16	Ag/ off-road	Equipment replacement	1	\$ 46,900	Daylight Vineyard Management, Inc.	0.069	0.005	0.004	Sonoma	11/29/22	No	2
23MOY30	Ag/ off-road	Equipment replacement	6	\$ 401,800	Antinori California	0.017	0.387	0.065	Napa	12/28/22	No	2
23MOY29	Ag/ off-road	Equipment replacement	2	\$ 70,900	Channel Lumber	0.069	0.006	0.003	Contra Costa	1/5/23	Yes	2
23MOY25	Ag/ off-road	Equipment replacement	1	\$ 63,600	Navone Vineyard Management Co	0.127	0.019	0.014	Napa	1/12/23	No	2
23MOY60	Ag/ off-road	Equipment replacement	1	\$ 222,300	F.A. Maggioro & Sons, LLC	0.602	0.030	0.015	Contra Costa	2/2/23	Yes	2
23MOY22	Ag/ off-road	Equipment replacement	1	\$ 60,900	Jack Neal and Son Inc	0.144	0.023	0.017	Napa	2/6/23	No	2
23MOY17	Ag/ off-road	Equipment replacement	1	\$ 50,800	JPW Development Co., LLC	0.025	0.023	0.006	Solano	2/6/23	No	2
23MOY37	Ag/ off-road	Equipment replacement	2	\$ 143,000	Fred J Fisher	0.227	0.037	0.027	Sonoma	2/7/23	No	2
VBB-FYE23	LD Vehicles	Vehicle Buy Back program projects	586	\$ 703,200	Various	5.588	9.007	0	All	Through 12/31/2022 <sup>2</sup>	Yes	2
23MOY41	Ag/ off-road	Equipment replacement	1	\$ 146,000	Pomponio Farms LLC	0.372	0.048	0.028	San Mateo	2/9/2023	No	2
23SBP13	School Bus	Equipment replacement	2	\$ 294,978	Fairfield-Suisun Unified School District	0.111	0.007	0.000	Solano	2/27/2023	Yes	2
23SBP51	School Bus	Equipment replacement + Infrastructure	2	\$ 872,783	St. Helena Unified School District	0.150	0.011	0.001	Napa	tbd	Yes	1,2
23MOY55	Ag/ off-road	Equipment replacement	2	\$ 132,000	Miranda Vineyard Management	0.303	0.050	0.036	Sonoma	3/3/2023	No	2
23MOY4	Ag/ off-road	Equipment replacement	1	\$ 69,900	Crane Family Ranches LLC	0.107	0.014	0.009	Sonoma	3/6/2023	No	2
23SBP32	School Bus	Equipment replacement + Infrastructure	2	\$ 1,130,562	Castro Valley Unified School District	0.126	0.013	0.001	Alameda	tbd	Yes	1,2

## ATTACHMENT 2

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

### CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects (awarded and allocated between 7/1/22 and 3/9/23)

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source <sup>1</sup>
						NOx	ROG	PM				
23MOY58	Ag/ off-road	Equipment replacement	1	\$ 51,800	Petaluma Pumpkin Patch, LLC	0.078	0.004	0.005	Sonoma	44993	Yes	2
23MOY11	Ag/ off-road	Equipment replacement	1	\$ 97,000	Bains Farms LLC	0.008	0.002	0.000	Solano	44950	No	2
<b>TOTALS</b>		<b>57 Projects</b>	<b>689</b>	<b>\$ 33,253,438</b>		<b>24.2</b>	<b>11.3</b>	<b>1.0</b>				

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

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

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

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

# ATTACHMENT 3

## Funding Facts and Figures

7/1/22 through 3/9/23

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

Figure 1. Status of FYE 2023 funding

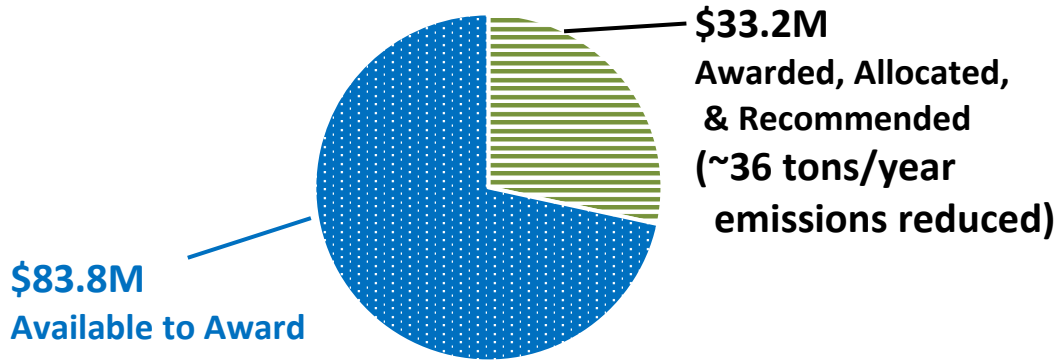


Figure 2. Funding Awarded by County in FYE 2023

includes funds allocated, awarded, & recommended for award

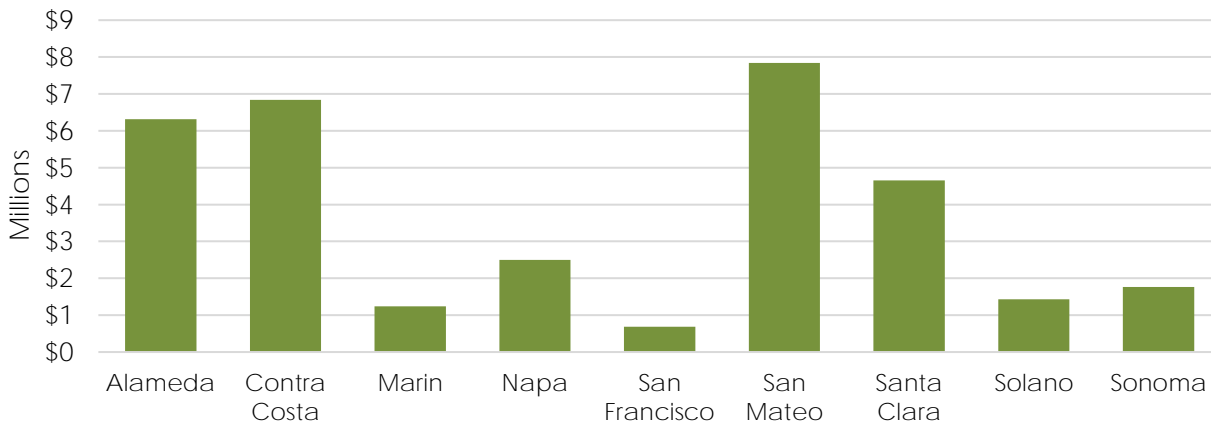
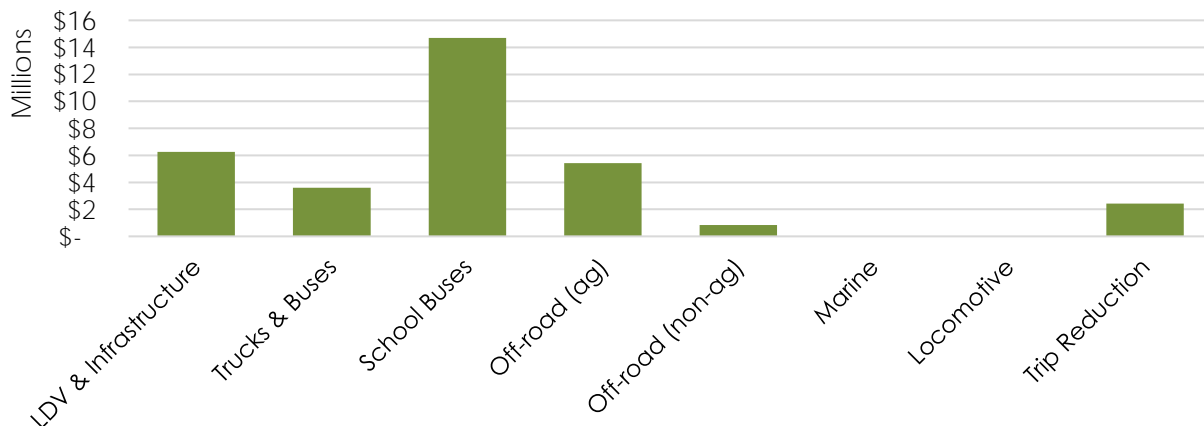


Figure 3. Funding Awarded by Project Category in FYE 2023

includes funds allocated, awarded, & recommended for award



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

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

From: Philip M. Fine  
Executive Officer/APCO

Date: April 12, 2023

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

RECOMMENDED ACTION

None; Informational item only.

BACKGROUND

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

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

DISCUSSION

In March, the Committee discussed a proposed work plan for 2023 and provided staff with feedback. The Committee will review and discuss the updated schedule and workplan for meetings in 2023.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Sonam Shah-Paul  
Reviewed by: Veronica Eady

ATTACHMENTS:

1. Updated 2023 Mobile Source and Climate Impacts Committee Workplan



## Updated 2023 Mobile Source and Climate Impacts Committee Workplan

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

Pending:

- Indirect Source Rule (ISR)

**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: April 12, 2023

Re: Transportation Fund for Clean Air Program Audit #23 Results

RECOMMENDED ACTION

None. Informational item only.

BACKGROUND

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

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

HSC Section 44242 requires that the Air District conduct an audit of projects and programs funded with TFCA monies, at least once every two years. The Air District typically conducts an audit of Regional Fund projects and Air District-Sponsored programs annually and County Program Manager Fund projects biennially. On October 4, 2017, the Air District's Board of Directors (Board) approved the award of a contract to Simpson & Simpson, LLP for audit services, including a financial and compliance review of TFCA-funded projects and programs. On January 20, 2021, the Board approved an extension of that contract of up to two additional years.

## DISCUSSION

The *Audit Summary Reports*, included as Attachment 1 and 2, summarizes the results of Audit #23 conducted by Simpson & Simpson covering the Regional Fund, the County Program Manager Fund and Air District-sponsored projects completed prior to June 30, 2021 and a review of Air District's administrative expense of TFCA funds incurred between July 1, 2020 and June 30, 2021. For the purpose of TFCA audits, projects are considered "completed" after the Air District has approved a project sponsor's final invoice, which documents the project sponsor's expenditure of all eligible project funds and the completion of transportation services or all initial project milestones. During this audit **no financial findings were identified, but one compliance finding, which is further discussed below in the County Program Manager Fund section.** A list of the projects and programs that were reviewed for Audit #23 is available in Appendix B in each of the attached reports.

Audit field work was conducted by Simpson & Simpson, LLP during the months of March 2022 through March 2023. Following the completion of field work, Simpson & Simpson, LLP issued a draft audit report to each of the project sponsors and offered an opportunity to those with any preliminary findings to provide a management response.

### ***Results for TFCA Regional Fund and Air District-Sponsored Programs***

The Audit Summary Report for the TFCA Regional Fund and Air District-Sponsored Programs is included as Attachment 1. Appendix B of this report contains a list of the projects and programs that were audited. **There were no reported findings.**

The lack of findings in Regional Fund and Air District-Sponsored projects reflects an overall improvement in the Air District's adherence to program requirements and is the result of actions taken by Air District staff over the years to improve and strengthen its own administrative processes.

### ***Results for TFCA County Program Manager Fund***

The Audit Summary Report for the County Program Manager Fund is included as Attachment 2. Appendix B of this report contains a list of the projects and programs that were audited. There was **one compliance finding** reported regarding Contra Costa Transportation Authority's (CCTA) TFCA County Program Manager administrative funds. The auditors noted that they were unable to verify the administrative funds expended for two years of administrative costs (projects 19CC00 and 20CC00) because CCTA historically has allocated hours allowed for this TFCA Program by the budget, which is set annually, instead of by actual expenditures. This is the same compliance finding reported in the prior audit for project #18CC00. Subsequently, a resolution was adopted by CCTA in 2020 following the audit recommendation to address this issue. Due to delayed project closure periods, projects that were already in implementation prior to 2020 will have the same issue identified in Audit 21. **The report also confirms that CCTA has since implemented the time keeping system in 2020, after the prior audit was completed.**

The CCTA’s management response acknowledges that CCTA has since changed their payroll procedure to timecards and will be able to meet future audit requirements. For this reason, staff considers this audit finding to be corrected and CCTA remains in good standing as long as they continue to abide by the improvements that are described in their own management’s response.

Air District staff will continue to work closely with the County Program Managers to improve and strengthen administrative processes and will also be updating the County Program Manager Fund Expenditure Plan Guidance to clarify the audit-compliant requirements.

***Agreed-Upon Procedures***

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

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

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

**BUDGET CONSIDERATION/FINANCIAL IMPACT**

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

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

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

ATTACHMENTS:

1. TFCA Regional Fund and Air District-sponsored programs Audit #23 Summary Report
2. TFCA County Program Manager Audit #23 Summary Report

**04/12/2023 MOBILE SOURCE AND CLIMATE  
IMPACTS COMMITTEE MEETING**

**ATTACHMENT 1**

**BAY AREA AIR QUALITY  
MANAGEMENT DISTRICT**

**TRANSPORTATION FUND  
FOR CLEAN AIR PROGRAM**

**REGIONAL FUND AND  
AIR DISTRICT-SPONSORED PROGRAMS**

**AUDIT NO. 23 SUMMARY REPORT**



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS**

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**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS  
Audit No. 23 Summary Report**

## **1 – INTRODUCTION**

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

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

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

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

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

## **2 – PROGRAM DESCRIPTION**

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

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



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS  
Audit No. 23 Summary Report**

**2 – PROGRAM DESCRIPTION (continued)**

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

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

The Air District retained the firm of Simpson and Simpson LLP to conduct TFCA financial and compliance Audit No. 23, which included Regional Fund projects and Air District-sponsored programs completed prior to June 30, 2021. These audits were conducted during the months of March 2022 through March 2023.

A total of 18 individual project sponsors and 24 projects were audited, with \$9,631,910.92 total funds expended for projects included in Audit No. 23. A listing of the projects audited is provided in Appendix B. Unmodified opinions were issued on all 18 financial audit reports.

**3 – AUDIT PROCESS**

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

Audit of the Schedules of Expenditures

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS  
Audit No. 23 Summary Report**

**3 – AUDIT PROCESS (continued)**

Procedures performed included, but were not limited to:

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

Compliance Auditing Procedures

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

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

Auditing procedures performed included, but were not limited to:

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

**4 – PROJECT SPONSOR FINDINGS**

Audit of the Schedules of Expenditures

No project sponsor findings were identified for the projects audited as part of Audit No. 23.

Compliance Auditing Procedures

No project sponsor findings were identified for the projects audited as part of Audit No. 23.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS  
Audit No. 23 Summary Report**

**5 – OTHER PROGRAM COMPLIANCE REVIEW**

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

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

**APPENDIX A**

**HEALTH AND SAFETY CODE SECTIONS 44241 AND 44242**

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS  
Appendix A - Health and Safety Code Sections 44241 and 44242  
For Audit No. 23**

**44241**

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
Appendix A - Health and Safety Code Sections 44241 and 44242  
REGIONAL FUND  
For Audit No. 23**

**44241 (continued)**

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
Appendix A - Health and Safety Code Sections 44241 and 44242  
REGIONAL FUND  
For Audit No. 23**

**44242**

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

**APPENDIX B**  
**LISTING OF AUDITED PROJECTS**



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM  
REGIONAL FUND AND AIR DISTRICT-SPONSORED PROGRAMS**

**Appendix B – Listing of Audited Projects  
For Audit No. 23**

TFC Project Number	Project Sponsor	Project Description	Final Project Expenditures through 6/30/2021
08R74	Successor Agency to the Richmond Community Redevelopment Agency	Richmond Transit Village Pedestrian Improvements	\$ 451,405.86
16HDG001	Goodwill Industries of San Francisco, San Mateo, and Marin Counties and BYD	Purchase/lease 11 battery-electric heavy-duty trucks	62,272.68
17R20	City of Santa Rosa	City of Santa Rosa Bikeway Project	180,995.04
17R22	City of Redwood City	City of Redwood City Bikeway Project	29,206.00
17R29	San Francisco Municipal Transportation Agency	San Francisco Municipal Transportation Agency Electronic Bicycle Locker Project	50,000.00
18R10	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	612,000.00
18R13	City of Alameda	City of Alameda Bikeway Project	137,980.71
18R16	City of South San Francisco	City of South San Francisco Bikeway Project	119,431.76
18R22	San Francisco Community College District	San Francisco Community College District Electronic Bicycle Locker Project	32,000.00
19EV076	Milpitas - District 1 Owner, LLC	Milpitas - District 1 Owner, LLC's Electric Vehicle Charging Project	94,995.00
19R15	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	652,600.00
19R16	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	916,201.00
19R18	Associated Students, San Jose State University	SJSU Trip Reduction	139,500.00
19RFG04	Wyse Logistics	Electric Equipment for Bulk Material Handling, Warehouse, and Delivery Operations	109,800.00
20R08	San Joaquin Regional Rail Commission	Pleasanton Connector Shuttles	33,657.78
20R10	Peninsula Corridor Joint Powers Board	Caltrain Shuttles	333,695.09
20R17	Peninsula Corridor Joint Powers Board	Caltrain Station Electronic Bicycle Locker Installation	200,000.00
20R23	Bay Area Rapid Transit District (BART)	Bike Locker Addition at El Cerrito Plaza and San Leandro BART	110,000.00
20R30	City of Fremont	Upgrade Class II to Class IV bikeways in City of Fremont.	130,000.00
21SBP114	Santa Clara Unified School District	School Bus Replacement	167,552.00
21R00	Bay Area Air Quality Management District	Administration	1,628,618.00
21R01	Bay Area Air Quality Management District	Enhanced Mobile Source Inspections/Commuter Benefits	850,000.00
21R02	Bay Area Air Quality Management District	Vehicle Buy Back Program	300,000.00
21R03	Bay Area Air Quality Management District	Spare the Air/Intermittent Control Programs	2,290,000.00
<b>Final Project Expenses</b>			<b>\$ 9,631,910.92</b>
Total Projects			24
Total Project Sponsors			18

**04/12/2023 MOBILE SOURCE AND CLIMATE  
IMPACTS COMMITTEE MEETING**

**ATTACHMENT 2**

**BAY AREA AIR QUALITY  
MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR  
PROGRAM MANAGER FUND  
AUDIT NO. 23 SUMMARY REPORT**



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

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**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

**1 – INTRODUCTION**

The Bay Area Air Quality Management District (Air District), created by the California legislature in 1955, is the state's first regional agency dealing with air pollution. The Air District regulates stationary sources of air pollution within the nine San Francisco Bay Area counties in California. The Air District's jurisdiction includes Alameda County, Contra Costa County, Marin County, Napa County, City/County of San Francisco, San Mateo County, Santa Clara County, southern Sonoma County, and south-western Solano County. The primary mission of the Air District is to achieve ambient air quality standards designed to protect the public's health and the environment. The Air District is governed by a twenty-two-member Board of Directors who has the authority to develop and enforce regulations for the control of air pollution within its jurisdiction

**2 – PROGRAM DESCRIPTION**

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

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- Implementation of a smoking vehicles program.
- Implementation of an automobile buy-back scrapperage program operated by a governmental agency.
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

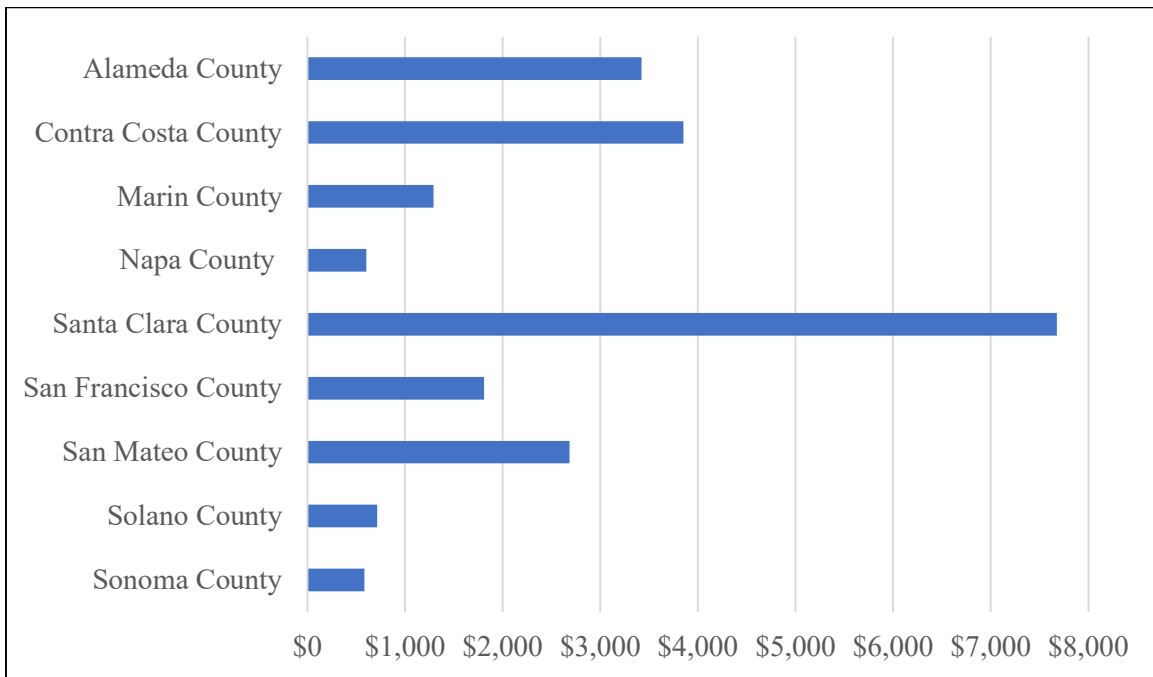
**2 – PROGRAM DESCRIPTION (continued)**

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

The Air District retained the firm of Simpson and Simpson LLP to conduct TFCA financial and compliance Audit No. 23, which included completed projects funded through the Program Manager Fund for the project period ended June 30, 2021. These audits were conducted during the months of March 2022 through March 2023.

The graph below reports the amount of TFCA Funds allocated to each of the individual Program Managers for projects that closed during the period from July 1, 2019, through June 30, 2021. These audits were conducted during the months of March 2022 through March 2023. A list of audited projects is provided in Appendix B.

**Total Funds Expended by Program Manager for Projects Completed  
During the Period of July 1, 2019, through June 30, 2021 (in thousands)**



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

### **3 – AUDIT PROCESS**

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

#### Audit of the Schedules of Expenditures

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

Procedures performed included, but were not limited to:

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

#### Compliance Auditing Procedures

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

Auditing procedures performed included, but were not limited to:

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

**4 – PROGRAM MANAGER’S FINDINGS**

**Contra Costa Transportation Authority - Finding No. 2021-1 – Program Administration – Payroll Expenditures**

**TFCA Project Affected**

- Project Number: 19CC00 and 20CC00
- Project Sponsor: Contra Costa Transportation Authority (Authority)
- Project Description: Program Administration (Material Weakness)

**Criteria**

Payroll expenditures incurred by the Authority are required to be supported by employee time sheets as stipulated in the funding agreement between the Bay Area Air Quality Management District (Air District) and the Authority:

To maintain, and to require that each Sub-awardee maintain, employee time sheets documenting those hourly labor costs incurred in the implementation of this Agreement, including both administrative and Program Project implementation costs, or to establish an alternative method to document staff costs charged to the funded project.

Time sheets should reflect an employee’s hours of actual time incurred on the program.

**Condition, Cause and Effect**

We reviewed the total expenditures charged to TFCA Project 19CC00 and 20CC00, Program Administration (Program), amounting to \$98,083.39 and \$105,516.82 respectively, which is made up of payroll charges incurred during the time period of July 1, 2018 through June 30, 2019 and July 1, 2019 through June 30, 2020, for a total of four (4) Authority personnel in both fiscal year of 2019 and 2020.

The Authority provided time sheets supporting the total hours charged by the personnel. We identified that the hours charged to the Program was not based on actual hours incurred by the personnel but was based on a budgeted allocation of hours, established in the beginning of the year, which remains fixed throughout the fiscal year. The personnel enters their total hours worked on a daily basis for all of their job duties, but do not specifically track their time worked on the Program.

The Authority’s payroll system will allocate a predetermined fixed percentage (estimated amount of time) to the Program and the Authority will evaluate the total payroll costs charged to the Program to ensure it did not exceed the legislatively mandated cap of 6.25% of their respective fiscal year’s TFCA revenue distribution.

The Authority does have the capability for its personnel to track hours on a per project basis but have not implemented this requirement specifically over the Program.

The Authority’s lack of tracking personnel time incurred on the Program establishes an internal control environment in which the Authority would be unable to prevent or detect potential overcharges in payroll time incurred.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

**4 – PROGRAM MANAGER’S FINDINGS (continued)**

Consequently, the supporting documentation provided is not sufficient to support the total payroll costs charged amounting to \$98,083.39 and \$105,516.82 for 19CC00 and 20CC00, respectively.

**Questioned Costs**

As a result, a total of \$98,083.39 and \$105,516.82 represents unsupported payroll costs charged to TFCA Project 19CC00 and 20CC00, Program Administration. The Schedule of Expenditures of Transportation Fund reflects an audit adjustment removing these costs from the Final Project Expenditures as of June 30, 2021.

**Recommendation**

We recommend that the Authority implement a time keeping system which requires employees who work on the Program to charge time based on actual hours incurred and not based on a fixed budgeted percentage.

**Authority’s Response**

The CCTA’s Finance Department has historically reviewed and allocated time on the TFCA program administration based on actual time spent by staff implementing and managing the program funds. CCTA’s historical role has been to review the list of duties by all staff carrying out the TFCA program. Staff would review on an annual basis and at the midyear budget the amount of time used to deliver the programs. These hours were added into the existing payroll system and allocated over the fiscal year as a percentage of payroll costs to reflect the percentage of time to deliver the program.

Effective May 2020, CCTA has implemented a new payroll timesheet system that has the capabilities to track hours on a bi-weekly basis and will utilize this system moving forward to allocate time spent on the implementation and tracking of the TFCA administrative program management.

The tasks involved by CCTA to deliver on the programs is as follows:

- Reporting to TFCA – CCTA Program Manager
- Reading of TFCA reports and coordinating with TFCA staff – CCTA Program Manager
- Board Letters prepared to allocate funding and programs CCTA Program Manager and Administrative Staff
- Creating of templates to create contracts and PO’s – CCTA Program Manager and Finance Staff
- Paying monthly invoices – CCTA Program Manager and Finance Staff
- Budget and Financial Reporting on the TFCA fund – CCTA Program Manager and Finance Staff
- Working with all the county agencies and transportation agencies for updates and reporting and providing guidance – CCTA Program Manager

We confirm that we use the timesheet method above to calculate our County Program’s Administrative Cost and will consistently follow the Administrative procedure.



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Audit No. 23 Summary Report**

**4 – PROGRAM MANAGER’S FINDINGS (continued)**

**Finding No. 2019-1 – Program Administration – Payroll Expenditures**

**TFCA Project Affected**

- Project Number: 18CC00
- Project Sponsor: Contra Costa Transportation Authority (Authority)
- Project Description: Program Administration (Material Weakness)

**Recommendation**

We recommend that the Authority implement a time keeping system which requires employees who work on the Program to charge time based on actual hours incurred and not based on a fixed budgeted percentage.

**Current Status**

Implemented.

**5 – OTHER PROGRAM COMPLIANCE REVIEW**

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

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

**APPENDIX A**  
**HEALTH AND SAFETY CODE SECTIONS 44241 AND 44242**

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Appendix A - Health and Safety Code Sections 44241 and 44242  
Audit No. 23 Summary Report**

**44241**

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
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Audit No. 23 Summary Report**

**44241 (continued)**

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

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Appendix A - Health and Safety Code Sections 44241 and 44242  
Audit No. 23 Summary Report**

**44242**

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

**APPENDIX B**  
**LISTING OF AUDITED PROJECTS**

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

**Appendix B – Listing of Audited Projects  
Audit No. 23 Summary Report**

**Alameda County Transportation Commission:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Alameda County Transportation Commission</b>		
Webster Street , SMART corridor	08ALA01	\$ 420,000.00
Webster Street, SMART Corridor	09ALA01	400,000.00
Program Administration	17ALA00	122,675.05
Alameda County TDM Program, FY 19/20	19ALA02	162,891.43
Alameda TFCA Program Administration	20ALA00	128,081.49
Countywide Transportation Demand Mgmt (TDM) Program, FY 20-21	20ALA03	297,228.59
<b>Alameda County Transportation Commission / ACCMA</b>		
I-80 Corridor Arterial Management	10ALA02	100,000.00
<b>Bay Area Rapid Transit District</b>		
West Oakland BART Station Bike Locker Expansion	20ALA09	100,000.00
<b>California State University, East Bay</b>		
CSUEB - Hayward BART 2nd Shuttle, FYs 2018-19 & 2019-20	19ALA07	62,500.00
<b>City of Alameda</b>		
Otis Drive Class 2 Bike Lanes, Traffic Calming and Safety Improvements	20ALA01	175,000.00
<b>City of Dublin</b>		
San Ramon Road Arterial Mgmt	16ALA05	146,351.99
<b>City of Hayward</b>		
Clawiter Road Arterial Management	11ALA08	153,636.72
<b>City of Livermore</b>		
Iron Horse Trail Gap Closure in Livermore	18ALA05	193,000.00
<b>City of Oakland</b>		
City Racks, phase 13	18ALA06	100,000.00
Broadway Shuttle Operations, FY 2019-20	19ALA06	253,500.00
<b>City of San Leandro</b>		
San Leandro LINKS Shuttle, FYs 18/19 & 19/20	18ALA08	130,000.00
<b>Livermore Amador Valley Transit Authority</b>		
LAVTA Rte 30 BRT Operations, FYs 19/20-20/21	19ALA08	477,000.00
Total		<u>\$ 3,421,865.27</u>

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

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**Contra Costa Transportation Authority:**

<b>Project Sponsor</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Contra Costa Transportation Authority</b>		
Program Administration	19CC00	\$ 98,083.39
Central/East SOV Trip/Emissions Reduction Program	19CC02	910,326.00
Contra Costa TFCA Program Administration	20CC00	105,516.82
Central/East SOV Trip/Emissions Reduction Program	20CC02	918,010.99
Contra Costa TFCA Program Administration	21CC00	93,916.99
<b>West Contra Costa Transportation Advisory Committee</b>		
West Contra Costa Commute Incentive Program	10CC01	66,041.65
West County Employer Outreach	10CC02	97,033.00
West Contra Costa Commute Incentive Program	11CC01	55,000.00
West Contra Costa Trip Reduction Program	18CC01	326,389.00
West Contra Costa Trip Reduction Program	19CC01	361,898.00
<b>City of San Ramon</b>		
511CC Southwest Student Program	11CC06	151,125.88
511 CC Countywide Vanpool Incentive Program	14CC06	56,175.00
Southwest Contra Costa County Emissions/Trip Reduction Program	18CC03	290,443.00
Southwest Emissions/Trip Reduction Program	19CC03	322,042.00
<b>Total</b>		<b>\$ 3,852,001.72</b>



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
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**Transportation Authority of Marin:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Transportation Authority of Marin</b>		
Vanpool Program	12MAR02	\$ 10,318.00
Program Administration	15MAR00	17,622.43
Program Administration	16MAR00	18,221.65
Program Administration	19MAR00	22,823.88
Marin TFCA Program Administration	20MAR00	23,058.71
Marin TFCA Program Administration	21MAR00	22,422.05
<b>City of Mill Valley</b>		
Camino Alto Bicycle and Pedestrian Safety and Operational Improvements	18MAR02	107,094.00
<b>City of Novato</b>		
Lamont Ave Class 2 Bike Lanes	16MAR01	317,862.00
Novato Blvd. Multiuse Path	21MAR01	326,255.81
<b>San Rafael City Schools</b>		
Coordinated Charging Station Deployment Project	19MAR02	60,000.00
<b>Town of Corte Madera</b>		
Tamal Vista Boulevard Bike/Ped Improvements	18MAR01	366,000.00
<b>Total</b>		<b>\$ 1,291,678.53</b>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
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**Napa County Transportation and Planning Agency:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Napa Valley Transportation Authority</b>		
Program Administration	19NAP00	\$ 5,372.85
Napa TFCA Program Administration	20NAP00	7,353.44
Napa TFCA Program Administration	21NAP00	13,132.00
<b>City of American Canyon</b>		
American Canyon Park and Ride	14NAP03	94,999.66
SR29 Traffic Signal Interconnect Project	15NAP02	225,666.00
Donaldson Way Sidewalk Gap Project	17NAP02	55,428.00
<b>City of Calistoga</b>		
Calistoga EV Charging Station	17NAP01	8,000.00
<b>City of Napa</b>		
California Blvd. Class II Bike Lane Gap Closure	12NAP01	112,600.00
<b>City of St. Helena</b>		
Pope Street Class II bike lane	14NAP02	52,048.91
<b>County of Napa</b>		
Hybrid-Electric Light Duty Vehicle Purchase	12NAP03	11,990.00
<b>Napa County Public Works Department</b>		
Purchase 14 Hybrid Light-Duty Vehicles	16NAP03	9,416.00
<b>Napa County Transportation and Planning Agency</b>		
Program Administration	15NAP00	8,405.94
Total		<u>\$ 604,412.80</u>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
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**Santa Clara Valley Transportation Authority:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Santa Clara Valley Transportation Authority</b>		
Program Administration	15SC00	\$ 118,598.85
Three-Position Exterior Bike Racks for Buses	16SC01	696,998.00
Downtown Feeder Service - DASH and Rapid 500	19SC01	955,000.00
Santa Clara TFCA Program Administration	20SC00	163,939.00
Downtown Feeder Service - DASH	20SC01	442,999.72
Santa Clara TFCA Program Administration	21SC00	163,747.00
Rapid 500 Shuttle	21SC01	1,232,000.00
<b>City of Cupertino</b>		
McClellan Class 4 Separated Bike Lane	19SC06	55,000.00
<b>City of Morgan Hill</b>		
Main Avenue Bicycle Lanes	19SC12	65,100.00
Madrone Channel Trail Improvements	20SC08	33,400.00
<b>City of Palo Alto</b>		
Charleston-Arastradero Adaptive Timing Project (SynchoGreen)	18SC09	250,604.00
<b>City of San Jose</b>		
San Jose Bike Racks	18SC12	63,212.00
<b>City of Santa Clara</b>		
Homestead Road Signal Improvements	09SC09	252,000.00
Lafayette Signal Timing Project	17SC02	210,000.00
Bowers Signal Timing Project	17SC03	590,000.00
School Improvements	17SC04	290,000.00
Lick Mill Signal Timing	18SC13	166,000.00
Homestead Signal Timing Project	18SC14	300,000.00
Agnew/De la Cruz signal timing project	18SC15	220,000.00
Mission College Bike Lanes	18SC16	109,500.00
Benton Street Bicycle Lanes	19SC11	77,000.00
Saratoga Avenue Bike Lanes	20SC07	38,500.00
<b>City of Sunnyvale</b>		
Safe Routes to School - Pedestrian Infrastructure Improvements at Various Locations	17SC13	415,961.00
Arques Avenue Signal Timing Improvements	18SC01	36,400.00
Caribbean Drive Signal Timing Improvements	18SC02	49,919.00
Evelyn Avenue Corridor Signal Timing Improvements	18SC03	29,804.00
Fair Oaks Avenue Signal Timing Improvements	18SC04	117,511.00
Reed Avenue Corridor Signal Timing Improvements	18SC05	29,804.00
Sunnyvale Avenue Corridor Signal Timing Improvements	18SC06	76,955.00
<b>County of Santa Clara Roads and Airports Department</b>		
Almaden Expressway Weekday and Weekend Signal Coordination	19SC04	175,000.00
<b>Santa Clara County</b>		
Interim Bicycle Improvement through I-280/Page Mill Interchange Area	17SC11	125,000.15
<b>Town of Los Gatos</b>		
Roberts Road Safe Routes to School Bicycle Improvements	19SC02	39,500.00
Los Gatos School Bus Route A	20SC03	22,000.00
Los Gatos School Bus Route B	20SC04	65,000.00
<b>Total</b>		<b><u>\$ 7,676,452.72</u></b>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
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**San Francisco County Transportation Authority:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>San Francisco County Transportation Authority</b>		
Program Administration	15SF00	\$ 36,985.85
San Francisco TFCA Program Administration	20SF00	48,234.56
San Francisco TFCA Program Administration	21SF00	46,808.63
<b>Golden Gate Bridge, Highway &amp; Transportation District</b>		
Bike Racks on Buses	19SF05	82,046.42
<b>San Francisco Department of the Environment</b>		
Emergency Ride Home	19SF03	131,977.61
<b>San Francisco Municipal Transportation Agency</b>		
Commute By Bike	12SF06	103,757.85
San Francisco New Resident Outreach	16SF03	164,765.95
Alternative Fuel Taxicab Vehicle Incentive Program	17SF02	52,500.00
Replace SF Paratransit Diesel Cutaway Vehicles with Hybrid Sedans	18SF01	270,000.00
Short-Term Bicycle Parking	18SF04	164,928.00
Short-Term Bike Parking	20SF03	358,414.00
<b>San Francisco State University</b>		
Gator Pass Implementation Project	17SF01	350,000.00
Total		<u>\$ 1,810,418.87</u>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
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**City/County Association of Governments of San Mateo County:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>City/County Association of Governments of San Mateo County</b>		
Program Administration	15SM00	\$ 28,099.57
San Mateo TFCA Program Administration	20SM00	59,654.72
Program Administration	21SM00	53,688.09
<b>Peninsula Traffic Congestion Relief Alliance</b>		
Countywide Voluntary Trip Reduction Program	15SM01	457,500.00
San Mateo County Carpool Incentives Program 2.0	19SM03	225,634.84
Countywide Voluntary Trip Reduction Program	20SM01	600,000.00
Countywide Voluntary Trip Reduction Program	21SM01	482,643.60
<b>San Mateo County Transit District</b>		
SamTrans Shuttle Program	15SM02	438,280.00
SamTrans Signal Prioritization for Buses on El Camino Real	18SM03	40,181.32
SamTrans Shuttle Program	20SM02	150,000.00
SamTrans Shuttle Program	21SM02	150,000.00
Total		<u>\$ 2,685,682.14</u>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
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**Solano Transportation Authority:**

<b>Project Description</b>	<b>TFCA Project Number</b>	<b>Final Project Expenditures through 6/30/2021</b>
<b>Solano Transportation Authority</b>		
Program Administration	19SOL00	\$ 22,099.00
Solano Commute Alternatives Outreach and Incentive Program	19SOL01	183,249.20
First/Last Mile Pilot Program (Lyft)	19SOL02	100,482.00
Solano TFCA Program Administration	20SOL00	21,110.40
<b>Solano Transportation Authority/Solano Napa Commuter Information</b>		
Solano Commute Alternatives Outreach and Incentive Program	18SOL01	191,259.56
<b>Solano Transportation Authority/Solano Mobility</b>		
Lyft First/Last Mile Pilot Program	18SOL02	97,093.84
<b>Cal Maritime</b>		
California State University Maritime Academy's On Campus Electric Vehicle Chargers	20SOL04	31,050.00
<b>California State University Maritime Academy</b>		
Electric Shuttle Van for Cal Maritime Campus	21SOL07	20,000.00
<b>City of Suisun City</b>		
Suisun City EV Chargers: Amtrak P&R and City Hall	19SOL03	47,322.29
Total		<u>\$ 713,666.29</u>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND  
Appendix B – Listing of Audited Projects  
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**Sonoma County Transportation Authority:**

<b><u>Project Sponsor</u></b>	<b><u>TFCA Project Number</u></b>	<b><u>Final Project Expenditures through 6/30/2021</u></b>
<b>Sonoma County Transportation Authority</b>		
Sonoma TFCA Program Administration	20SON00	\$ 40,745.53
Sonoma TFCA Program Administration	21SON00	39,389.25
<b>City of Petaluma</b>		
Petaluma Transit – Transit Marketing	20SON02	90,631.00
<b>Sonoma County Transit</b>		
Transit Marketing Program	17SON03	71,265.00
Electric Bus Purchase	18SON03	168,543.00
All-Electric Transit Bus Purchase	19SON02	173,949.00
<b>Total</b>		<b><u>\$ 584,522.78</u></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: April 12, 2023

Re: Overview of Air District's Voluntary Mobile Source Grant Programs and Summary  
of Results for Calendar Year 2022

RECOMMENDED ACTION

None. Informational item only.

BACKGROUND

The Bay Area Air Quality Management District (Air District) was established in 1955 as the first regional air quality agency in the United States. Its mission is to protect and improve public health, air quality, and the global climate while creating a healthy breathing environment for Bay Area residents. To achieve this, the Air District employs a comprehensive set of programs and strategies that includes regulation, community engagement and outreach, and voluntary incentives.

The Air District's Emissions Inventory for 2015 shows that more than half of the air pollution generated in the Bay Area, including reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM) emissions, and over 40% of the GHGs, come from mobile sources, which is comprised of cars, buses, trucks, agricultural tractors and equipment, cargo handling equipment, marine vessels, locomotives, and others. Although the Air District is tasked with regulating stationary sources of air pollution in its jurisdiction, it lacks the authority to regulate mobile source emissions. Federal and state agencies such as the US Environmental Protection Agency and the California Air Resources Board (CARB) regulate these sources.

To reduce air pollution from mobile sources, the Air District began administering voluntary incentive programs in 1992, with the passage of legislation that authorized DMV generated fees to be used for programs and projects that work to reduce air pollution from on-road vehicles. Over the past 30 years, the number of mobile source grant programs has increased and has allowed the Air District to be able to fund a greater number of projects that achieve reductions of air pollution from more types of mobile sources.



The mobile source incentive programs administered by the Air District work to improve air quality primarily by incentivizing the replacement of older and polluting equipment with newer and cleaner alternatives. The eligibility and programmatic requirements for these programs are established by the authorizing legislation, state adopted guidelines, and Board adopted policies. In recent years, the state guidelines have begun to be modified to help incentivize owners to apply for upgrades to zero- and near zero-emission technologies, and the installation of electric and hydrogen vehicle charging stations, instead of old to new diesel replacements .

Administration of each cycle or allotment of funding typically involves a duration of at least 10-15 years to allow time for program development, solicitation for new projects, evaluation and contracting, grantees to do their project (i.e., put the new equipment into service) and to operate the funded equipment as required in the grant agreement, project monitoring, reporting, audit, and records retention. Most of the mobile source funding is administered on a first-come, first-served basis whereby staff can help and respond directly to applicants' questions. Additional information about the Air District's mobile source grant funding sources is provided in the second part of this report and more information about the typical lifecycle and workflow associated with mobile source grant programs is provided in Attachment 2.

In addition to the funds discussed in this report, Air District also manages other sources of funds that are complementary to these mobile source grants and which have a different primary focus, including equity and community benefits, such as the Community Air Protection Implementation and James Carey Smith programs.

## DISCUSSION

### **2022 Annual Report**

In calendar year 2022, the Air District awarded over \$59 million to eligible projects in the Bay Area that will improve air quality by reducing criteria pollutant emissions from mobile sources. These projects are expected to reduce emissions by over 275 tons per year of criteria pollutants, including ROG, NOx, and PM. In addition, \$12.8 million was also awarded to projects in communities outside of the Bay Area throughout California through Volkswagen Environmental Mitigation Trust and Proposition 1B Goods Movement Emission Reduction Program. eligible projects were awarded funding from more than eight sources of funding including the Transportation Fund for Clean Air (TFCA), Mobile Source Incentive Fund (MSIF), Carl Moyer Program (CMP), Community aAir Protection Incentives Grant Program (CAP), Funding for Agricultural Replacement Measures for Emission Reductions (FARMER), Clean Cars for All/California Climate Investments (CCI), California Proposition 1B Goods Movement Emission Reduction Program (Prop 1B), and Volkswagen NOx Mitigation (VW). Attachment 1 provides additional details on the projects awarded by the Air District in 2022. More information about the Air Districts' mobile source grant funding is provided in the section that follows this report.

Equity is an important focus for the Air District and all mobile source grant programs managed by the Air District require a portion and in some cases up to 80% of funds be awarded to eligible projects that reduce diesel pollution, air toxics, and exposure to air pollutants in communities most impacted by air pollution. In 2022, over 76% of the funds were awarded to projects that will operate in priority communities, including disadvantaged and low-income communities, Air District designated Community Air Risk Evaluation (CARE) areas, and to low-income residents.

Staff also worked to promote the availability of funding to support the accelerated adoption of zero-emission (including electric and hydrogen) and cleanest available technology, with nearly \$28 million of the funds awarded to zero-emissions projects that will be deploying 778 pieces of new zero-emission vehicles, equipment, and electric vehicle charging stations.

The following section provides more detailed information about each of the sources of funding that were used to award grants to eligible projects in calendar year 2022.

### Overview of the Air District's Mobile Source Grant Funding

More information about each of the Air District's mobile source grant funding that was used to award grants to eligible projects in calendar year 2022 is provided below.

#### **Carl Moyer Program (CMP)**

The Air District has participated in the Carl Moyer Program, in cooperation with the California Air Resources Board, since the program began in 1999. This program provides grants to owners of eligible equipment to reduce emissions of oxides of nitrogen (NO<sub>x</sub>), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by upgrading them. The CMP also includes a companion program referred to by CARB as the Carl Moyer State Reserve Program, which has similar requirements as the CMP, but is usually limited to be used for a single project category selected by CARB each year.

Eligible equipment includes on-road trucks and buses, off-road equipment, marine vessels, locomotives, stationary agricultural pump engines, forklifts, and refueling infrastructure that supports zero emissions vehicles. Approximately \$18 million is allocated for the Air District annually between the CMP and State Reserve Programs (sunset date is 2033) and up to 6.25% of these funds may be used for administrative cost recovery.

#### **Community Air Protection Incentives Grant Program (CAP Incentives)**

In 2017, Assembly Bill (AB) 617 directed the California Air Resources Board, in conjunction with local air districts to establish the Community Air Protection (CAP) Program. Beginning in 2018, the State authorized funding for a CAP Incentive program that is designed to primarily achieve hyperlocal reductions in air pollution and reduce community exposure to diesel particulate and toxic air contaminants.

Pursuant to the state-adopted CAP Incentives 2019 Guidelines and the legislative requirements imposed on Greenhouse Gas Reduction Funds, there are at least 70% of these funds must be awarded to projects located in Disadvantaged Communities (DAC) and at least 80% of the funds

must be awarded to DAC and/or Low-Income Communities (LIC) shown in CARB's Priority Population Investments 4.0 map (<https://webmaps.arb.ca.gov/PriorityPopulations/>).

These funds may be awarded to mobile source projects eligible under the Carl Moyer Program, the California Proposition 1B Goods Movement Emission Reduction Program (for heavy duty trucks only), and a limited number of stationary source emission reduction projects. Staff has been working with CARB and other California air districts to expand eligibility to include more stationary source project types and projects that are identified as priorities by communities with a State-approved Community Emissions Reduction Program, pursuant to HSC Section 44391.2.

To date the Air District has been allocated five rounds of CAP incentive funding by CARB totaling nearly \$193 million and up to 6.25% of awarded funds may be used for administrative cost recovery.

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

In 2018, the California Air Resources Board established the FARMER Program that provides grant funding for eligible projects that reduce criteria, toxic, and greenhouse gas emissions from the agricultural sector. The FARMER program targets the voluntary early replacement of older, dirtier equipment that is used in agricultural operations, such as harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment. Since its inception in 2018, the State has allocated between \$800,000 and \$3.8 million annually to the Bay Area Air District for its participation in the FARMER program and up to 6.25% of these funds may be used for administrative cost recovery.

### **Mobile Source Incentive Fund (MSIF)**

Assembly Bill 923 (AB 923 – Firebaugh), enacted in 2004 (codified as Health and Safety Code Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. The revenues from the additional \$2 surcharge are deposited into the Air District's Mobile Source Incentive Fund (MSIF). The Health & Safety Code stipulates that air districts may use this revenue for projects eligible for funding under the: Carl Moyer Program, Lower Emission School Bus Program, Light-Duty Vehicle Scrap Program, and Agricultural Assistance Program. In 2022, the Legislature renewed the authority for this program through 2033. Approximately \$12.5 million accrues annually for this program and up to 6.25% of these funds may be used for administrative cost recovery.

### **Transportation Fund for Clean Air (TFCA)**

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within its nine-county jurisdiction to fund projects that reduce on-road motor vehicle emissions. The Air District allocates these funds to eligible projects through the Transportation Fund for Clean Air (TFCA) program. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Approximately \$25 million accrues annually for this program (there is no sunset date) and up to 6.25% of these funds may be used for administrative cost recovery.

Up to 60% of project funds received are awarded directly by the Air District to a program referred to as the TFCA Regional Fund and to eligible Air District programs (e.g., Spare the Air). The remaining 40% is forwarded to the designated county transportation agency within each Bay Area County to be distributed through the TFCA County Program Manager Fund program.

TFCA funding may be used to award grants to on-road projects including upgrade of passenger vehicles, trucks, and buses, and may also be used to award grants to government agencies that sponsor trip reduction strategies such as the installation of new bicycle paths and lanes and secure bike parking facilities.

### **California Proposition 1B Goods Movement Emission Reduction Program (Prop 1-B)**

In November 2006, California voters authorized the Legislature to appropriate \$1 billion in bond funding to quickly reduce air pollution and health risk from freight movement along California's trade corridors. On February 28, 2008, the CARB approved an allocation of \$140 million from projected bond sales for emission reduction projects in the Bay Area trade corridor. These funds may be awarded to eligible projects such as equipment replacements, repowers, and retrofits of on-road, marine, locomotive, and off-road engines, and the installation of electric and hydrogen stations for heavy duty equipment. To date, this program has funded projects including the upgrade and replacement of over 2,000 diesel trucks and installation of shore power infrastructure at 12 berths at the Port of Oakland.

The Air District is currently administering the final round of Prop 1B funding through 2025. Funding for administrative cost recovery ranges from 3-5% based on the type of project that is awarded by the Air District.

### **Volkswagen Environmental Mitigation Trust (VW Trust)**

The VW Trust was established after a settlement with Volkswagen and other parties for their use of illegal defeat devices and is intended to fully mitigate the lifetime excess oxides of nitrogen (NOx) emissions caused by their actions. The CARB is the designated Lead Agency acting on the State as the beneficiary for California's share of VW Trust funds. In 2018, the Air District was selected by CARB to administer VW Trust funding on a statewide-basis for the zero-emission freight and marine category totaling \$70 million and the light-duty zero emission vehicle infrastructure category totaling \$10 million, including \$8 million that may be used for administrative cost recovery. VW Trust funds will be managed by the Air District over a ten-year period ending in 2028.

### **Clean Cars for All Program (CCFA)**

The Clean Cars for All Program (CCFA) provides grants to low-income households (up to 400% of the Federal Poverty Level) to replace their older, high polluting vehicles with newer, cleaner vehicles or mobility options, such as public transit cards or e-bikes. Participants can purchase or lease a new or used hybrid electric vehicle, plug-in electric vehicle (PHEV), battery electric vehicle (BEV), or fuel cell electric vehicle, and are eligible for a rebate to install a home charger or purchase a portable charger if they purchase a PHEV or BEV through CCFA. The program's eligibility criteria are limited to 76 zip codes in the Bay Area, which are identified as disadvantaged communities based on CalEnviroScreen. Despite the limited eligibility, the demand for the CCFA incentives has steadily increased since the program's launch.

Since its inception in 2019, the program has been allocated more than \$45 million, with an additional \$28 million expected for the current fiscal year, from state and local funds, including CARB's CCI, Volkswagen settlement fund, Air District's TFCA, and CARB's Air Quality Improvement Program and Low-carbon transportation funds.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Chengfeng Wang  
Reviewed by: Karen Schkolnick

ATTACHMENTS:

1. List of Projects Awarded in 2022
2. Summary of the Lifecycle of Mobile Source Grant Programs

List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Alameda	20GMCH01	Mutual Express Company	Replace 1 yard truck with 1 electric yard truck and install EV charging	\$ 115,000	Y	1	Yard Truck	Electric	1
Alameda	20GMCH04	Schnitzer Steel Industries, Inc.	Replace 4 yard trucks with 4 electric yard trucks and install EV charging	\$ 460,000	Y	4	Yard Truck	Electric	4
Alameda	20GMCH10	ITS Technologies and Logistics, LLC	Replace 6 yard trucks with 6 electric ones and install EV charging	\$ 690,000	Y	6	Yard Truck	Electric	6
Alameda	21GM0003	Yonas Trucking	Replace 1 diesel truck with electric truck and install an EV charger	\$ 230,000	Y	1	Truck	Electric	1
Alameda	21GM0006	JW International Transport Inc.	Replace 1 diesel truck with 1 Low NO <sub>x</sub> truck	\$ 100,000	N	1	Truck	N/A	N/A
Alameda	21GM0007	Mercury Trucking System Company	Replace 1 diesel truck with 1 Low NO <sub>x</sub> truck	\$ 100,000	Y	1	Truck	N/A	N/A
Alameda	21GMCH01	Dow Chemical Company	Replace 2 yard trucks with 2 electric yard trucks and install EV charging	\$ 230,000	Y	2	Yard Truck	Electric	2
Alameda	2202-27794	Union Sanitary District	Install 2 DCFC, 1 single port Level-2 (high), and 15 dual-port Level-2 (high) charging stations with solar at 1 workplace facility in Union City	\$ 103,000	N	18	Charging Station	Electric	N/A
Alameda	22GM0003	Ethan LLC	Replace 1 diesel truck with an electric one and install an EV charger	\$ 230,000	Y	1	Truck	Electric	1
Alameda	22GM0004	Mewael Trucking	Replace 1 diesel truck with an electric one and install an EV charger	\$ 230,000	Y	1	Truck	Electric	1
Alameda	22MOY160	Baydelta Navigation LTD	Replace 4 Tier-2 engines with Tier-3 and Tier-4 engines in a tug boat	\$ 882,250	Y	N/A	Engine	N/A	N/A
Alameda	22MOY196	A.C. Fishing Charters, Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 69,120	Y	N/A	Engine	N/A	N/A
Alameda	22MOY206	Wente Bros.	Replace 1 Tier-1 tractor with a Tier-4 tractor	\$ 64,000	Y	1	Agricultural Eq	N/A	N/A
Alameda	22MOY217	Happy Hooker Sportfishing, LLC	Replace 2 Tier-0 engines with Tier-3 engines in a charter fishing vessel	\$ 152,000	Y	N/A	Engine	N/A	N/A
Alameda	22MOY238	Alameda-Contra Costa Transit District	Expand AC Transit's hydrogen fueling facility in Oakland D4	\$ 4,505,255	Y	1	H2 Tank	Hydrogen	N/A
Alameda	22MOY241	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 103,200	Y	N/A	Engine	N/A	N/A

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County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Alameda	22MOY245	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 120,560	Y	N/A	Engine	N/A	N/A
Alameda	22MOY281	California Dawn Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 37,080	Y	N/A	Engine	N/A	N/A
Alameda	22MOY286	John J. Atkinson Jr.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 25,400	Y	N/A	Engine	N/A	N/A
Alameda	22MOY288	New Easy Rider Sportfishing LLC.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 38,304	Y	N/A	Engine	N/A	N/A
Alameda	22SBP337	Hayward Unified School District	Replace 1 CNG school buses with one electric bus	\$ 400,000	Y	1	School Bus	Electric	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and provide home charging station or portable charger	\$ 4,353	Y	3	Charging Station	Electric	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 693,500	Y	81	Car	Electric	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission hydrogen fuel cell vehicle	\$ 117,500	Y	13	Car	Hydrogen	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with public transit card or e-bike	\$ 127,500	Y	17	Car	N/A	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 669,000	Y	101	Car	Hybrid	N/A
Alameda	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 467,000	Y	54	Car	Plug-In Hybrid	N/A
Alameda	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by replacing combustion vehicles with zero-emission electric vehicles	\$ 1,500,000	N	4	Bus	Electric	N/A
Alameda	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 1,352,000	N	N/A	Trip Reduction	N/A	N/A
Alameda	LDV-21-0135	RenewAge Energy Solutions	Install 4 EV charging stations	\$ 100,000	Y	4	Charging Station	Electric	N/A

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Alameda	LDV-21-0364	Equilon Enterprises LLC	Install 2 EV charging stations	\$ 142,764	Y	2	Charging Station	Electric	N/A
Alameda	LDV-21-0377	EVgo Services LLC	Install 8 EV charging stations	\$ 360,000	Y	8	Charging Station	Electric	N/A
Alameda	LDV-21-0385	Blink Network LLC	Install 2 EV charging stations	\$ 121,992	Y	2	Charging Station	Electric	N/A
Alameda	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 248 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 297,600	Y	248	Car	N/A	N/A
Alameda	VWFM-22-0518	Economy Lumber Co. of Oakland	Replace 2 Tier-4 Final heavy-lift forklifts with 2 zero-emission ones	\$ 214,900	Y	2	Forklift	Electric	N/A
Alameda	VWFM-22-0523	CASS, Inc.	Replace 2 LPG heavy-lift forklifts with 2 zero-emission ones	\$ 100,600	Y	2	Forklift	Electric	2
Contra Costa	2202-27788	The Shores at Marina Bay Community Association	Install 2 single-port Level-2 (high) and 4 dual-port Level-2 (high) chargers at 1 multi-unit dwelling (MUD) facility in Richmond	\$ 48,000	Y	6	Charging Station	Electric	N/A
Contra Costa	22MOY160	Baydelta Navigation LTD	Replace 4 Tier-2 engines with Tier-3 and Tier-4 engines in a tug boat	\$ 882,250	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY196	A.C. Fishing Charters, Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 84,480	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY217	Happy Hooker Sportfishing, LLC	Replace 2 Tier-0 engines with Tier-3 engines in a charter fishing vessel	\$ 19,000	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY228	Wooden Boats for Veterans Foundation	Replace 1 Tier-0 engine with Tier-3 engine in a work boat	\$ 17,060	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY241	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 38,700	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY245	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 45,210	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY261	Bay Marine Services, LLC	Replace 2 Tier-0 engines with Tier-3 engines on a work boat	\$ 28,000	Y	N/A	Engine	N/A	N/A
Contra Costa	22MOY281	California Dawn Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 12,360	Y	N/A	Engine	N/A	N/A



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County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Contra Costa	22MOY288	New Easy Rider Sportfishing LLC.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 9,120	Y	N/A	Engine	N/A	N/A
Contra Costa	22SBP232	Antioch Unified School District	Replace 5 diesel school buses with 5 electric ones and install 5 EV chargers	\$ 1,907,186	Y	5	School Bus	Electric	5
Contra Costa	22SBP248	Mt Diablo School District	Replace 3 CNG school buses with 3 electric ones	\$ 648,794	N	3	School Bus	Electric	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and provide home charging station or portable charger	\$ 377	Y	1	Charging Station	Electric	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 287,000	Y	34	Car	Electric	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission hydrogen fuel cell vehicle	\$ 39,500	Y	5	Car	Hydrogen	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with public transit card or e-bike	\$ 105,000	Y	14	Car	N/A	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 201,000	Y	29	Car	Hybrid	N/A
Contra Costa	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 338,500	Y	39	Car	Plug-In Hybrid	N/A
Contra Costa	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 1,561,050	N	N/A	Trip Reduction	N/A	N/A
Contra Costa	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 163 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 195,600	Y	163	Car	N/A	N/A
Contra Costa	VWFM-21-0319	Port of Richmond	Install 1 new shore power system	\$ 1,003,250	Y	1	Berth	Electric	N/A
Marin	22MOY160	Baydelta Navigation LTD	Replace 4 Tier-2 engines with Tier-3 and Tier-4 engines in a tug boat	\$ 352,900	Y	N/A	Engine	N/A	N/A
Marin	22MOY196	A.C. Fishing Charters, Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 38,400	Y	N/A	Engine	N/A	N/A
Marin	22MOY215	Reel Screamer Charters LLC	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 9,350	N	N/A	Engine	N/A	N/A

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County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Marin	22MOY217	Happy Hooker Sportfishing, LLC	Replace 2 Tier-0 engines with Tier-3 engines in a charter fishing vessel	\$ 57,000	Y	N/A	Engine	N/A	N/A
Marin	22MOY228	Wooden Boats for Veterans Foundation	Replace 1 Tier-0 engine with Tier-3 engine in a work boat	\$ 17,060	Y	N/A	Engine	N/A	N/A
Marin	22MOY241	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 51,600	Y	N/A	Engine	N/A	N/A
Marin	22MOY245	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 60,280	Y	N/A	Engine	N/A	N/A
Marin	22MOY281	California Dawn Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 18,540	Y	N/A	Engine	N/A	N/A
Marin	22MOY285	Drake's View Dairy LLC	Replace 1 Tier-0 with 1 Tier-4 tractor/loader	\$ 50,400	Y	1	Agricultural Eq	N/A	N/A
Marin	22MOY286	John J. Atkinson Jr.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 44,450	Y	N/A	Engine	N/A	N/A
Marin	22MOY288	New Easy Rider Sportfishing LLC.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 43,776	Y	N/A	Engine	N/A	N/A
Marin	22MOY293	Golden Gate Bridge, Highway & Transportation District	Replace 4 Tier-3 engines with Tier-4 engines in 2 ferries (2 each)	\$ 705,000	Y	N/A	Engine	N/A	N/A
Marin	22MOY295	A&S Landscape Materials, Inc.	Replace 1 Tier-2 wheel loader with 1 Tier-4 equipment wheel loader	\$ 169,000	Y	1	Agricultural Eq	N/A	N/A
Marin	22MOY334	Point Reyes Pastures Inc.	Replace 1 Tier-0 with 1 Tier-4 tractor/crawler	\$ 135,800	Y	1	Agricultural Eq	N/A	N/A
Marin	22SBP192	Bolinas-Stinson Union School District	Replace 1 diesel school bus with 1 electric one and install 1 Level-2EV charger	\$ 405,300	N	1	School Bus	Electric	1
Marin	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 393,254	N	N/A	Trip Reduction	N/A	N/A
Marin	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 39 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 46,800	Y	39	Car	N/A	N/A

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County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Marin	VWFM-22-0514	Angel Island Tiburon Ferry Inc.	Repower 2 ferries by replacing 2 Tier-3 engines with 2 zero-emission engines in 1 ferry and use those Tier-3 engines to replace 2 Tier-0 engines in a second low-use ferry	\$ 960,500	N	2	Engine	Electric	N/A
Multiple	2202-28039	EVgo Services LLC	Install 63 single-port DC Fast and 27 dual-port DC Fast charging stations at 19 transportation corridor facilities in Antioch, Belmont, Concord, El Cerrito, Livermore, Los Gatos, Milpitas, Oakley, Palo Alto, Petaluma, San Francisco, San Jose, Santa Rosa, Sebastopol, Vallejo, and Walnut Creek	\$ 2,510,000	Y	90	Charging Station	Electric	N/A
Multiple	22R01	Air District	Commuter Benefits Program provides compliance assistance and outreach to Bay Area employers with 50 or more employees Enhanced Inspection patrols for reporting smoking vehicles and enforcement of CA drayage truck regulation	\$ 150,000	N	N/A	Trip Reduction	N/A	N/A
Multiple	22R03	Air District	Spare The Air Program conducts outreach strategies to reduce ozone precursors in summer by reducing vehicle trips	\$ 2,887,185	N	N/A	Trip Reduction	N/A	N/A
Napa	2201-26844	City of Calistoga	Install 2 dual-port Level-2 (high) and 1 single-port Level-2 (high) charger at 2 destination facilities in Calistoga	\$ 11,000	Y	3	Charging Station	Electric	N/A
Napa	22MOY157	Walsh Vineyards Management	Replace 3 Tier-0 tractors with 3 Tier-4 tractors	\$ 133,400	N	3	Agricultural Eq	N/A	N/A
Napa	22MOY180	Frog's Leap Winery	Replace 1 Tier-2 engine with a Tier-4 engine tractor	\$ 32,400	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY195	Ilsley Brothers Farming, LLC	Replace 1 Tier-2 engine with a Tier-4 engine tractor	\$ 54,000	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY208	Jack Neal and Son Inc	Replace 1 Tier-0 loader/backhoe with 1 Tier-4 loader/backhoe	\$ 117,100	N	1	Agricultural Eq	N/A	N/A

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County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Napa	22MOY220	Atlas Vineyard Management, LLC	Replace 2 Tier-1 tractors with 2 Tier-4 tractors, and 1 Tier-2 tractor with 1 Tier-4 tractor/crawler	\$ 80,150	N	N/A	Agricultural Eq	N/A	N/A
Napa	22MOY225	Hardin Vineyard Management LLC	Replace 1 Tier-0 with 1 Tier-4 loader, and replace 1 Tier-0 with 1 Tier-4 tractor	\$ 135,600	Y	2	Agricultural Eq	N/A	N/A
Napa	22MOY234	DCS Endpost Driving	Replace 1 Tier-0 tracked loader with backhoe attachment with 1 Tier-4 compact crawler excavator, replace 1 Tier-0 with 1 Tier-4 tractor loader, and replace 1 Tier-0 with 1 Tier-4 loader/backhoes	\$ 253,300	N	3	Agricultural Eq	N/A	N/A
Napa	22MOY251	New Pina Vineyard Management, LLC.	Replace 3 Tier-0 and 1 Tier-2 tractors with four Tier-4 ones; replace 1 Tier-1 tractor with 1 Tier-4 tractor/crawler; and replace 1 Tier-1 wheeled carrier with 1 Tier-4 tracked carrier	\$ 258,000	N	5	Agricultural Eq	N/A	N/A
Napa	22MOY277	Colinas Farming Company	Replace 2 Tier-0, 1 Tier-1, and 1 Tier-2 tractors with four Tier-4 tractors	\$ 192,400	N	4	Agricultural Eq	N/A	N/A
Napa	22MOY282	Twin Peaks Winery, Inc.	Replace 2 Tier-1 with 2 Tier-4 tractor	\$ 94,000	N	2	Agricultural Eq	N/A	N/A
Napa	22MOY283	John Edward White	Replace 1 Tier-0 with 1 Tier-4 tractor, and 1 Tier-0 with 1 Tier-4 tractor/loader 1-Main	\$ 75,800	N	2	Agricultural Eq	N/A	N/A
Napa	22MOY287	A Cut Above Viticulture Service inc.	Replace 1 Tier-1 with 1 Tier-4 tractor	\$ 71,400	Y	1	Agricultural Eq	N/A	N/A
Napa	22MOY290	Cafaro Family Vineyard	Replace 1 Tier-2 with 1 Tier-4 tractor	\$ 26,200	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY291	Turley Wine Cellars inc	Replace 1 Tier-1 with 1 Tier-4 tractor, and replace 1 Tier-2 with 1 Tier-4 tractor	\$ 114,500	N	2	Agricultural Eq	N/A	N/A
Napa	22MOY292	Buena Tierra Vineyards, Inc.	Replace 2 Tier-0 with 2 Tier-4 tractor	\$ 97,000	N	2	Agricultural Eq	N/A	N/A
Napa	22MOY305	Shifflett Ranch & Vineyard LLC	Replace 2 Tier-0 with 2 Tier-4 tractor/crawler	\$ 123,600	N	2	Agricultural Eq	N/A	N/A
Napa	22MOY317	Patrick Elliott-Smith	Replace 1 Tier-0 with 1 Tier-4 tractor with loader and fork attachment	\$ 46,100	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY318	Ahmann Ranches, LLC	Replace 1 Tier-0 with 1 Tier-4 tractor with a loader attachment	\$ 49,300	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY320	Atlas Oaks Ranch, LLC	Replace 1 Tier-0 with 1 Tier-4 tractor/loader	\$ 49,300	N	1	Agricultural Eq	N/A	N/A

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Napa	22MOY342	Vinas Del Norte LLC	Replace 1 Tier-1 with 1 Tier-4 tractor, replace 1 Tier-2 with 1 Tier-4 tractor, and replace 1 Tier-2 with 1 Tier-4 tractor/crawler	\$ 100,300	Y	3	Agricultural Eq	N/A	N/A
Napa	22MOY349	Cobb Creek Holdings, LLC	Replace 1 Tier-0 with 1 Tier-4 forklift	\$ 92,700	N	1	Agricultural Eq	N/A	N/A
Napa	22MOY98	St. Supery Inc.	Replace 1 Tier-0 compact tracked loader with 1 Tier-4 compact tracked loader	\$ 44,000	N	1	Agricultural Eq	N/A	N/A
Napa	23MOY14	Robert T Jordan	Replace 1 Tier-0 with 1 Tier-4 tractor, and replace 1 Tier-1 with 1 Tier-4 tractor TC-3-Main	\$ 94,400	N	2	Agricultural Eq	N/A	N/A
Napa	23MOY15	Trademark Vineyards, LLC	Replace 1 Tier-1 with one Tier-4 tractor/crawler	\$ 78,500	N	1	Agricultural Eq	N/A	N/A
Napa	23MOY28	Ilisley Brothers Farming, LLC	Replace 1 Tier-0 with one Tier-4 tractor/crawler	\$ 70,300	N	1	Agricultural Eq	N/A	N/A
Napa	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 189,704	N	N/A	Trip Reduction	N/A	N/A
Napa	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 21 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 25,200	Y	21	Car	N/A	N/A
Non-Bay Area	20GMCH06	Lineage Logistics	Replace 1 yard truck with 1 electric yard truck and install EV charging	\$ 115,000	Y	1	Yard Truck	Electric	1
Non-Bay Area	22GM0010	MLI Leasing, LLC	Replace 5 diesel trucks with 5 CNG trucks	\$ 500,000	N	5	Truck	N/A	N/A
Non-Bay Area	22GM0011	EGA Financial LLC	Replace 2 diesel trucks with 2 CNG trucks	\$ 200,000	N	2	Truck	N/A	N/A
Non-Bay Area	LDV-21-0135	RenewAge Energy Solutions	Install 30 EV charging stations	\$ 750,000	Y	30	Charging Station	Electric	N/A
Non-Bay Area	LDV-21-0364	Equilon Enterprises LLC	Install 2 EV charging stations	\$ 142,764	Y	2	Charging Station	Electric	N/A
Non-Bay Area	LDV-21-0377	EVgo Services LLC	Install 30 EV charging stations	\$ 1,350,000	Y	30	Charging Station	Electric	N/A
Non-Bay Area	LDV-21-0382	EV Connect, Inc.	Install 1 charging station	\$ 12,800	Y	1	Charging Station	Electric	N/A

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Non-Bay Area	LDV-21-0383	ChargePoint, Inc.	Install 322 EV charging stations	\$ 1,165,000	Y	322	Charging Station	Electric	N/A
Non-Bay Area	LDV-21-0385	Blink Network LLC	Install 8 EV charging stations	\$ 42,924	Y	8	Charging Station	Electric	N/A
Non-Bay Area	LDV-21-0393	ABM Electrical Power Services, LLC	Install 2 EV charging stations	\$ 165,818	Y	2	Charging Station	Electric	N/A
Non-Bay Area	VWFM-21-0162	San Diego Unified Port District	Install 1 new shore power system	\$ 2,500,000	Y	1	Berth	Electric	N/A
Non-Bay Area	VWFM-21-0182	Oxnard Harbor District	Install 2 new shore power systems	\$ 5,000,000	Y	2	Berth	Electric	N/A
Non-Bay Area	VWFM-21-0222	United Airlines	Replace 4 airport ground support equipment units with zero-emission equipment and install EV charging	\$ 178,100	N	4	Airport Ground Support Eq	Electric	2
Non-Bay Area	VWFM-21-0402	Brutocao Vineyards, Inc.	Replace 1 Tier-0 heavy-lift forklift with 1 new zero-emission heavy-lift forklift	\$ 140,300	Y	1	Forklift	Electric	1
Non-Bay Area	VWFM-21-0403	Amazing Coachella, Inc.	Replace 1 uncontrolled LPG heavy-lift forklift with 1 zero-emission electric heavy-lift forklift	\$ 120,000	Y	1	Forklift	Electric	1
Non-Bay Area	VWFM-21-0434	J.E.M. Equipment Manufacturing LLC	Replace 1 LPG Uncontrolled heavy-lift forklift with 1 zero-emission electric forklift	\$ 53,000	Y	1	Forklift	Electric	1
Non-Bay Area	VWFM-21-0447	Yuba River Moulding and Millwork Inc.	Replace 1 LPG heavy-lift forklift and 1 Tier-1 forklift with new zero-emission ones	\$ 279,000	N	2	Forklift	Electric	2
Non-Bay Area	VWFM-22-0526	Hornblower Cruises and EEvents Inc	Replacing a gasoline engine on a ferry with a new zero-emission electric engine	\$ 44,500	N	1	Engine	Electric	N/A
San Francisco	22MOY160	Baydelta Navigation LTD	Replace 4 Tier-2 engines with Tier-3 and Tier-4 engines in a tug boat	\$ 529,350	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY196	A.C. Fishing Charters, Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 64,000	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY215	Reel Screamer Charters LLC	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 13,090	N	N/A	Engine	N/A	N/A
San Francisco	22MOY217	Happy Hooker Sportfishing, LLC	Replace 2 Tier-0 engines with Tier-3 engines in a charter fishing vessel	\$ 152,000	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY224	Duane Winter	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 39,900	N	N/A	Engine	N/A	N/A

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San Francisco	22MOY228	Wooden Boats for Veterans Foundation	Replace 1 Tier-0 engine with Tier-3 engine in a work boat	\$ 17,060	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY241	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 64,500	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY245	C-Gull II Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 75,350	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY281	California Dawn Sportfishing Inc.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 55,620	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY286	John J. Atkinson Jr.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 57,150	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY288	New Easy Rider Sportfishing LLC.	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 91,200	Y	N/A	Engine	N/A	N/A
San Francisco	22MOY293	Golden Gate Bridge, Highway & Transportation District	Replace 4 Tier-3 engines with Tier-4 engines in 2 ferries (2 each)	\$ 705,000	Y	N/A	Engine	N/A	N/A
San Francisco	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 91,000	Y	10	Car	Electric	N/A
San Francisco	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission hydrogen fuel cell vehicle	\$ 9,500	Y	1	Car	Hydrogen	N/A
San Francisco	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with public transit card or e-bike	\$ 30,500	Y	4	Car	N/A	N/A
San Francisco	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 80,000	Y	12	Car	Hybrid	N/A
San Francisco	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 34,000	Y	4	Car	Plug-In Hybrid	N/A
San Francisco	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 734,039	N	N/A	Trip Reduction	N/A	N/A
San Francisco	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 130 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 156,000	Y	130	Car	N/A	N/A

List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
San Mateo	22MOY204	San Mateo Lumber Company, Inc.	Replace 2 gasoline-powered construction forklifts to 2 electric forklifts and install charging stations	\$ 219,674	Y	2	Forklift	Electric	2
San Mateo	22MOY215	Reel Screamer Charters LLC	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 164,560	N	N/A	Engine	N/A	N/A
San Mateo	22MOY224	Duane Winter	Replace 2 Tier-2 engines with Tier-3 engines in a charter fishing vessel	\$ 93,100	N	N/A	Engine	N/A	N/A
San Mateo	22MOY229	Boething Treeland Farms inc.	Replace 1 Tier-0 with 1 Tier-4 tree grinder and wood processor	\$ 43,900	N	1	Agricultural Eq	N/A	N/A
San Mateo	22MOY264	Lost Fae LLC	Replace 1 Tier-0 with 1 Tier-4 tractor with loader and backhoe attachment	\$ 51,700	Y	1	Agricultural Eq	N/A	N/A
San Mateo	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 110,000	Y	13	Car	Electric	N/A
San Mateo	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission hydrogen fuel cell vehicle	\$ 9,500	Y	1	Car	Hydrogen	N/A
San Mateo	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with public transit card or e-bike	\$ 30,000	Y	4	Car	N/A	N/A
San Mateo	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 33,000	Y	5	Car	Hybrid	N/A
San Mateo	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 52,500	Y	7	Car	Plug-In Hybrid	N/A
San Mateo	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 1,171,000	N	N/A	Trip Reduction	N/A	N/A
San Mateo	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 151 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 181,200	Y	151	Car	N/A	N/A
Santa Clara	2202-27968	Blink Network LLC	Install 16 dual-port Level-2 (high) chargers at 2 MUD, 1 workplace, and 1 destination facilities in Morgan Hill and San Jose	\$ 112,000	Y	16	Charging Station	Electric	N/A
Santa Clara	22MOY309	San Felipe Farms LP	Replace ten diesel Tier-0 engine tractors with ten Tier-4 engine tractors	\$ 1,050,300	Y	10	Agricultural Eq	N/A	N/A



List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Santa Clara	22MOY63	B & T Farms	Replace 1 Tier-3 with 1 Tier-4 tractor	\$ 286,800	Y	1	Agricultural Eq	N/A	N/A
Santa Clara	22SBP203	Oak Grove School District	Replace 9 diesel school buses with 9 electric ones and install 9 EV chargers	\$ 3,380,853	Y	9	School Bus	Electric	9
Santa Clara	22SBP216	Campbell Union High School District	Replace 3 diesel school buses with 3 electric ones and install 3 EV chargers	\$ 1,510,616	Y	3	School Bus	Electric	3
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and provide home charging station or portable charger	\$ 8,285	Y	8	Charging Station	Electric	N/A
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 773,000	Y	86	Car	Electric	N/A
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission hydrogen fuel cell vehicle	\$ 66,000	Y	8	Car	Hydrogen	N/A
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with public transit card or e-bike	\$ 60,000	Y	8	Car	N/A	N/A
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 669,000	Y	99	Car	Hybrid	N/A
Santa Clara	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 621,000	Y	70	Car	Plug-In Hybrid	N/A
Santa Clara	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 2,741,045	N	N/A	Trip Reduction	N/A	N/A
Santa Clara	LDV-21-0135	RenewAge Energy Solutions	Install 2 EV charging stations	\$ 50,000	Y	2	Charging Station	Electric	N/A
Santa Clara	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 275 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 330,000	Y	275	Car	N/A	N/A
Solano	2112-26426	EV Charging Solutions, Inc	Install 10 single-port Level-2 (high) and 10 dual-port direct-current fast charger (DCFC) at 1 MUD facility in Suisun City	\$ 320,000	N	20	Charging Station	Electric	N/A
Solano	22GM0005	Chavez Transport	Replace 16 diesel trucks with 16 CNG trucks	\$ 1,600,000	N	16	Truck	N/A	N/A
Solano	22MOY160	Baydelta Navigation LTD	Replace 4 Tier-2 engines with Tier-3 and Tier-4 engines in a tug boat	\$ 882,250	Y	N/A	Engine	N/A	N/A

List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Solano	22MOY227	German Vineyards LLC	Replace 1 Tier-1 tractor with a Tier-4 tractor and replace 1 Tier-0 tractor with a Tier-4 tractor	\$ 104,400	N	2	Agricultural Eq	N/A	N/A
Solano	22MOY228	Wooden Boats for Veterans Foundation	Replace 1 Tier-0 engine with Tier-3 engine in a work boat	\$ 34,120	Y	N/A	Engine	N/A	N/A
Solano	22MOY253	Alan Willey	Replace 1 Tier-0 loader/backhoe with 1 Tier-4 loader/backhoe	\$ 60,800	N	1	Agricultural Eq	N/A	N/A
Solano	22MOY259	Morrison Ranch	Replace 1 Tier-1 with 1 Tier-4 tractor	\$ 70,200	N	1	Agricultural Eq	N/A	N/A
Solano	22MOY261	Bay Marine Services, LLC	Replace 2 Tier-0 engines with Tier-3 engines on a work boat	\$ 112,000	Y	N/A	Engine	N/A	N/A
Solano	22MOY312	Larry's Produce LLC	Replace 3 Tier-0 with 3 Tier-4 tractor	\$ 219,500	N	3	Agricultural Eq	N/A	N/A
Solano	23MOY5	German Vineyards LLC	Replace 1 Tier-1 with one Tier-4 tractor/crawler	\$ 60,500	N	1	Agricultural Eq	N/A	N/A
Solano	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with zero-emission electric vehicle	\$ 17,000	Y	2	Car	Electric	N/A
Solano	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with hybrid vehicle	\$ 47,000	Y	7	Car	Hybrid	N/A
Solano	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 41,500	Y	5	Car	Plug-In Hybrid	N/A
Solano	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by installing charging stations	\$ 142,511	N	15	Charging Station	Electric	N/A
Solano	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 175,000	N	N/A	Trip Reduction	N/A	N/A
Solano	LDV-21-0127	EV Charging Solutions, Inc.	Install 58 EV charging stations	\$ 406,000	Y	58	Charging Station	Electric	N/A
Solano	LDV-21-0362	Clean Fuel Connection, Inc.	Install 6 EV charging stations	\$ 42,000	Y	6	Charging Station	Electric	N/A
Solano	LDV-21-0383	ChargePoint, Inc.	Install 27 EV charging stations	\$ 67,500	Y	27	Charging Station	Electric	N/A

List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Solano	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 48 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 57,600	Y	48	Car	N/A	N/A
Sonoma	22MOY220	Atlas Vineyard Management, LLC	Replace 2 Tier-1 tractors with 2 Tier-4 tractors, and 1 Tier-2 tractor with 1 Tier-4 tractor/crawler	\$ 80,150	N	N/A	Agricultural Eq	N/A	N/A
Sonoma	22MOY226	Sonoma-Cutrer Vineyards, Inc.	Replace 2 Tier-2 tractors with 2 Tier-4 tractors	\$ 108,400	N	2	Agricultural Eq	N/A	N/A
Sonoma	22MOY235	Cornerstone Certified Vineyard	Replace 1 Tier-2 engine with a Tier-4 engine tractor	\$ 50,300	N	1	Agricultural Eq	N/A	N/A
Sonoma	22MOY250	George Bianchi INC	Replace 1 Tier-0 skid steer loader with a Tier-4 skid steer loader, 1 Tier-0 excavator with a Tier-4 excavator, and 1 Tier-0 loader with a Tier-4 loader	\$ 447,500	N	3	Agricultural Eq	N/A	N/A
Sonoma	22MOY258	Foley Family Farms, LLC	Replace 2 Tier-0 tractors with 2 Tier-4 tractors	\$ 119,400	N	2	Agricultural Eq	N/A	N/A
Sonoma	22MOY263	Balletto Ranch, Inc.	Replace 1 Tier-0 with 1 Tier-4 tractor and replace 1 Tier-1 with 1 Tier-4 tractor	\$ 129,900	N	2	Agricultural Eq	N/A	N/A
Sonoma	22MOY266	Complete Equipment, Inc.	Replace 1 Tier-0 with 1 Tier-4 skip loader	\$ 90,600	N	1	Agricultural Eq	N/A	N/A
Sonoma	22MOY270	Dirt Farmer & Company, A California Corporation	Replace 1 Tier-2 to 1 Tier-4 tractor, and 1 Tier-3 to 1 Tier-4 tractor/crawler	\$ 90,400	N	2	Agricultural Eq	N/A	N/A
Sonoma	22MOY271	Pinheiro dairy	Replace 1 Tier-0 with 1 Tier-4 tractor	\$ 67,100	Y	1	Agricultural Eq	N/A	N/A
Sonoma	22MOY311	Jay A Clay	Replace 1 Tier-0 dozer with 1 Tier-4 dozer	\$ 153,100	Y	1	Agricultural Eq	N/A	N/A
Sonoma	22MOY358	Land Revision	Replace 1 Tier-0 with 1 Tier-4 tractor/loader	\$ 42,300	N	1	Agricultural Eq	N/A	N/A
Sonoma	22SBP177	West County Transportation Agency	Replace 7 CNG school buses with 7 low-NOx CNG	\$ 1,540,000	Y	7	School Bus	N/A	N/A
Sonoma	23MOY23	Martinelli Vineyard Management, Inc.	Replace 1 Tier-0 with 1 Tier-4 tractor/loader	\$ 38,200	N	1	Agricultural Eq	N/A	N/A
Sonoma	23MOY6	Ortiz Family Farm	Replace 1 Tier-0 with 1 Tier-4 tractor	\$ 72,200	Y	1	Agricultural Eq	N/A	N/A
Sonoma	Clean Cars for All	Residents	Scrap light-duty vehicle and replace with plug-in hybrid vehicle	\$ 19,000	Y	2	Car	Plug-In Hybrid	N/A

List of Projects Awarded in 2022

County Location	Project Number	Grantee Name	Project Description	Award Amount	Priority Area	# of Units	Type of Unit	Zero Emission Type	# of Supportive Charging Units
Sonoma	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by replacing combustion vehicles with zero-emission electric vehicles	\$ 332,801	N	2	Bus	Electric	N/A
Sonoma	County Program Manager	N/A	Projects administered by County Transportation Agencies that reduce on-road motor vehicle emissions by conducting trip-reduction strategies	\$ 190,953	N	N/A	Trip Reduction	N/A	N/A
Sonoma	Vehicle Buy Back	Residents	Vehicle Buy-Back Program paid 75 owners \$1,200 per vehicle to early retire (scrap) 1998 and older model vehicles	\$ 90,000	Y	75	Car	N/A	N/A

1. "County Location" refers to the county in which the project is operated or domiciled. If the project operates in more than one county in the Bay Area, it is categorized as "Multiple." Projects awarded through the VW NOx Mitigation Trust program or the Goods Movement Program, and operated outside of the Bay Area counties, are categorized as "Non-Bay Area."
2. "Priority Area" identifies whether projects provide emissions reduction benefits to disadvantaged and low-income communities identified using California Climate Investments Priority Populations 2022 CES 4.0 at <https://webmaps.arb.ca.gov/PriorityPopulations/>, Air District designated Community Air Risk Evaluation (CARE) areas identified using the map at <https://www.baaqmd.gov/CARE>, and low-income residents whose income falls within one of the specified income brackets of the Air District's Clean Cars for All program at <https://www.baaqmd.gov/funding-and-incentives/residents/clean-cars-for-all>.
3. "# of Units" represents the number of vehicles, engines, or pieces of equipment, or publicly accessible charging stations. Supportive infrastructure is not included in this count.
4. "Zero Emission Type" indicates the technology used by the new vehicle/equipment or charging infrastructure to achieve zero emissions.
5. "# of Supportive Charging Units" represents the number of charging stations installed to support the new zero-emission vehicle/equipment.

## Attachment 2: Summary of the Lifecycle of Mobile Source Grant Programs

Typical workflow and timeline following the acceptance of a new cycle or source of funding.

Phase	Duration	Description
Program Development	Typically, between 6 months to 2 years	<ul style="list-style-type: none"> <li>As needed, staff negotiate and finalize a contract and/or scope of work with the funding source representatives.</li> <li>Develop solicitation and program materials: policies &amp; procedures, administrative operating procedures, contract templates, guidance documents, materials for website, webinars, and outreach.</li> <li>Develop new or update existing grants management system that will be used to accept applications and track data that will be compiled throughout the life of the funded projects and program.</li> <li>Launch solicitation, accept applications, conduct outreach, aid applicants, evaluate applications, prepare recommendations for award, conduct inspections, contract with approved applicants, and submit reports to funding source administrators.</li> </ul>
Implementation	Typically, between 1-4 years	<ul style="list-style-type: none"> <li>Depending on the number of pieces of equipment and complexity of the project, project sponsors typically take between 1-4 years to complete the work that is required to get to the operational phase of their project.</li> <li>During this phase staff may conduct additional inspections to ensure both old and new equipment complies with requirements, communicate with grantees regarding project status and requests for project modifications, review progress and monitoring reports, prepare amendments if there are changes in project scope, and process reimbursement requests for eligible costs.</li> <li>At the completion of this phase, projects are “placed into service” and begin operations that will continue throughout the contracted life (and beyond).</li> <li>Staff participate in internal and external audits that may be conducted at any point throughout a project’s life and for at least five years after.</li> </ul>
Operations	Typically, 3-10 years	<ul style="list-style-type: none"> <li>Funded equipment must operate for its contracted life to achieve the emissions reductions and usage that was included in the funding agreement.</li> <li>Project sponsors submit annual usage and progress reports that are reviewed by staff who may need to prepare amendments whenever requested changes can be allowed (e.g., extensions or changes in ownership) and/or conduct enforcement action on projects that fail to meet contractual requirements.</li> <li>Many projects are audited during this phase.</li> </ul>
Records Retention	7 or 35 years	After a project has completed its operational requirements and the contract term has ended, maintain the project file for at least seven additional years, and participate in audits as required. The Prop 1B Goods Movement program requires project files to be retained for 35 years.