



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Transportation Fund for Clean Air - Regional Fund

Pilot Trip Reduction

Grant Program

Pre-Application Workshop

February 15, 2018

Linda Hui, Staff Specialist



Webinar Information

This webinar is being recorded.

The presentation will be posted to the Program Website.

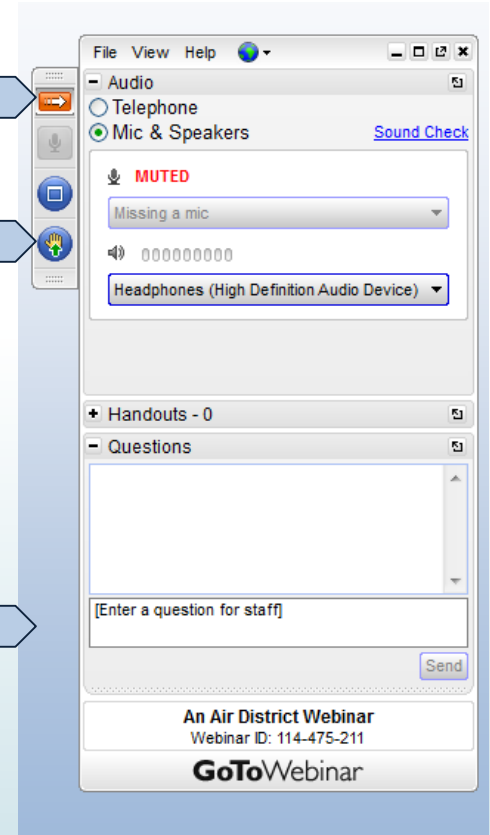
Questions will be answered at the end of the presentation.

Type in questions using the Questions Box.

Show/Hide Control Panel

Raise Hand

Questions Box

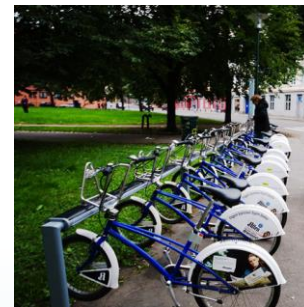




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Overview

1. Introduction & Background
2. Program Information
 - Funding Source
 - Applicant and Project Requirements
 - Schedule
3. How to Apply
 - Application Process
 - Evaluation Criteria
4. Contact Information and Questions





BAY AREA
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Introduction & Background

Bay Area Air Quality Management District (Air District):

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

Mission:

*“To protect and improve public health,
air quality, and the global climate.”*

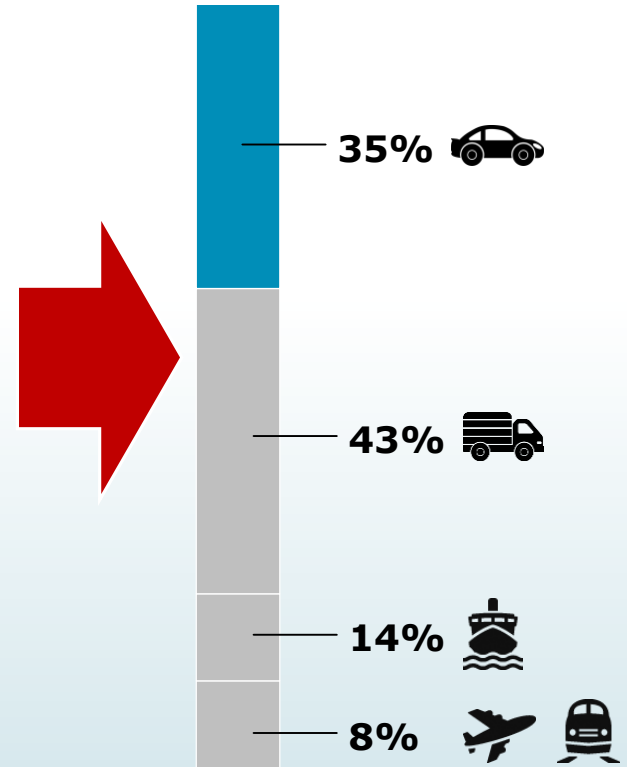
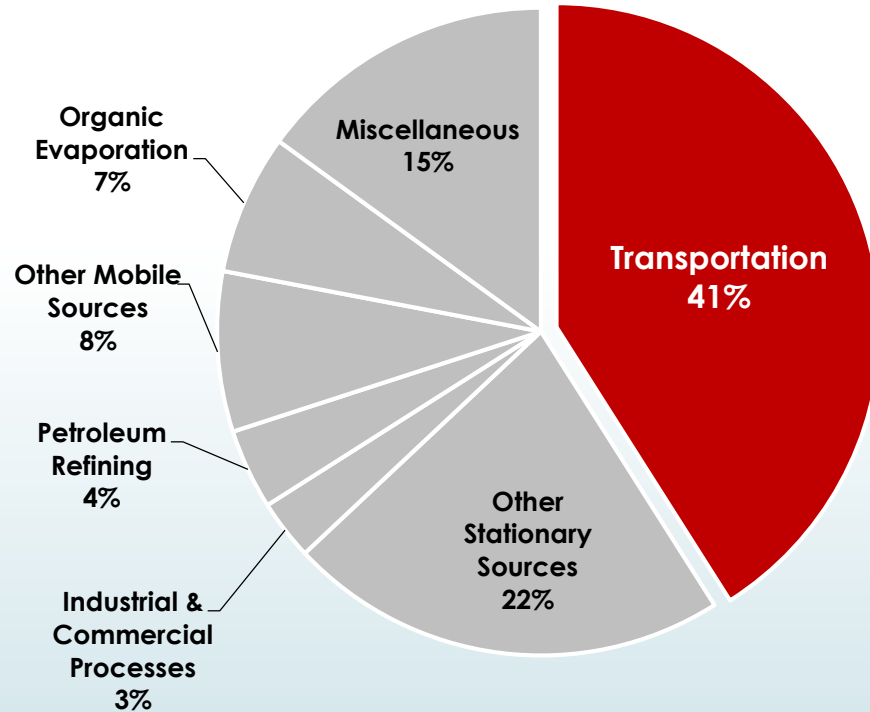
NINE COUNTY JURISDICTION OF THE BAAQMD





Sources of Bay Area Criteria Pollution

2011 Total: 694 tons/day





Transportation Fund for Clean Air (TFCA)

- \$4 DMV Surcharge
- ~\$23 million available for projects in FYE 2018
- Projects must cost-effectively reduce tailpipe emissions of criteria pollutants

Trip Reduction

Existing Shuttles

\$3M



Pilot Trip Reduction

\$3M



Bicycle Facilities

\$2M



Clean Air Vehicles

\$15M





SID Funding Opportunities



Charge!

- Publicly available Level 1, 2, and DC Fast EV Charging Stations



Zero-Emission Vehicles

- Light- and Heavy-Duty Electric and Hydrogen Vehicles



Bicycle Facilities

- Bicycle Paths and Lanes, Electronic Bicycle Lockers and Bicycle Racks



Wood Smoke Reduction Incentive Program

- Replace or decommission wood-burning stove or fireplace



Existing Shuttles & Ridesharing

- Existing shuttle and ridesharing services



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Funding Opportunities (cont'd)



Carl Moyer Program

- Trucks and buses, off-road, marine, locomotives, and charging/fueling infrastructure for zero-emission projects



Lower Emission School Bus Program

- School bus replacement, engine repower or power system conversion, natural gas tank replacement



Goods Movement Program

- Trucks, locomotives, cargo-handling equipment, TRUs, charging/fueling infrastructure and truck stop electrification projects



Vehicle Buy Back Program

- Retire 1996 or older vehicles that meet all requirements to receive \$1000



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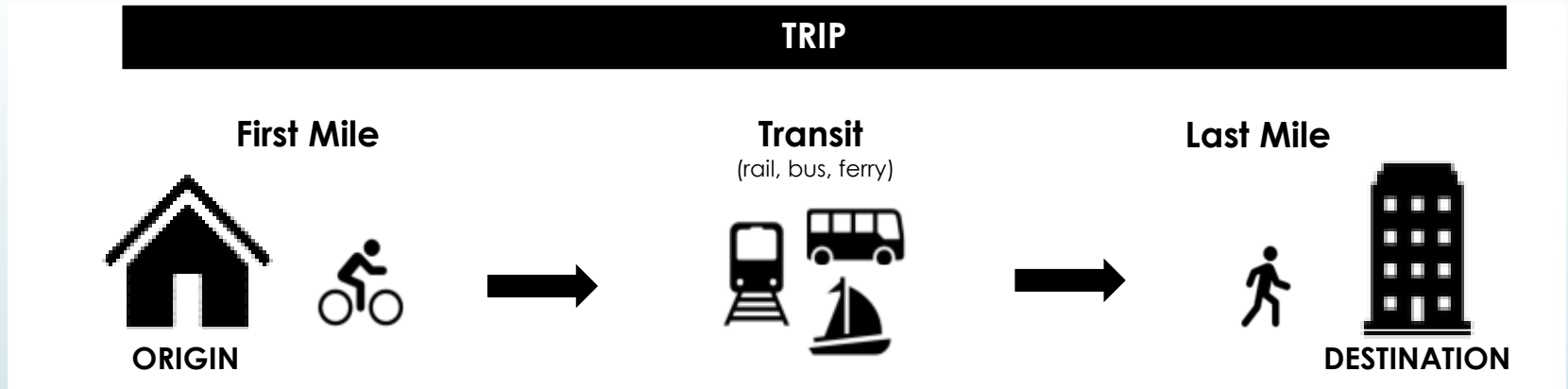
Air Quality Benefits Decline Over Time





Goal of Pilot Trip Reduction Grant Program

- Fund demonstration of new, innovative mobility solutions
 - That can cost-effectively reduce commute-hour, single-occupancy vehicle trips
 - For first- and last-mile connections to public transit





Who is Eligible?

Funding is only open to **public agencies**.

- Non-public entities may be identified as a partner/subcontractor to the applicant.
- Air District is compiling a list of non-public entities for partnership interest

<https://www.surveymonkey.com/r/PTRpartner>



Key Program Requirements

Projects must:

- Provide first- and last-mile connections to mass transit
 - as an alternative to fixed-route shuttles
 - that is available to all members of the public
- Primarily reduce commute-hour SOV trips by helping shift modes to other forms of shared or active transportation
- Generate surplus, voluntary, and verifiable emissions reductions



Key Program Requirements (cont'd)

Projects must also:

- Be new, innovative, replicable, scalable, and turnkey full-service solutions
 - No similar service was available in the Bay Area within the past three (3) years
 - If there is similar service, then significantly expanded service may be considered new
 - Be able to expand at low/no cost to public agencies within 3 years of project start date
- Be cost-effective
- Commence within 12 months of contract execution
- Be located in or primarily serve residents in a **Highly Impacted Community** or **Episodic Area** as defined by the **Air District's CARE Program or a Priority Development Area**
- Have the support of a local transit agency/provider



Key Awardee/Project Sponsor Obligations

Comply with all requirements and obligations included in the funding agreement:

- Funding requirements
 - Provide a minimum of 10% of the total project costs in matching funds
 - Acknowledge the Air District as a funding source
- Operational and reporting requirements
 - Operate and maintain each funded service for 1-2 years
 - Ensure that any construction work is performed by a contractor licensed in the State of California
 - Submit progress reports to the Air District
- Maintain insurance for the duration of the Project Term
- Allow Air District staff and its authorized representatives to inspect the project and conduct financial audits



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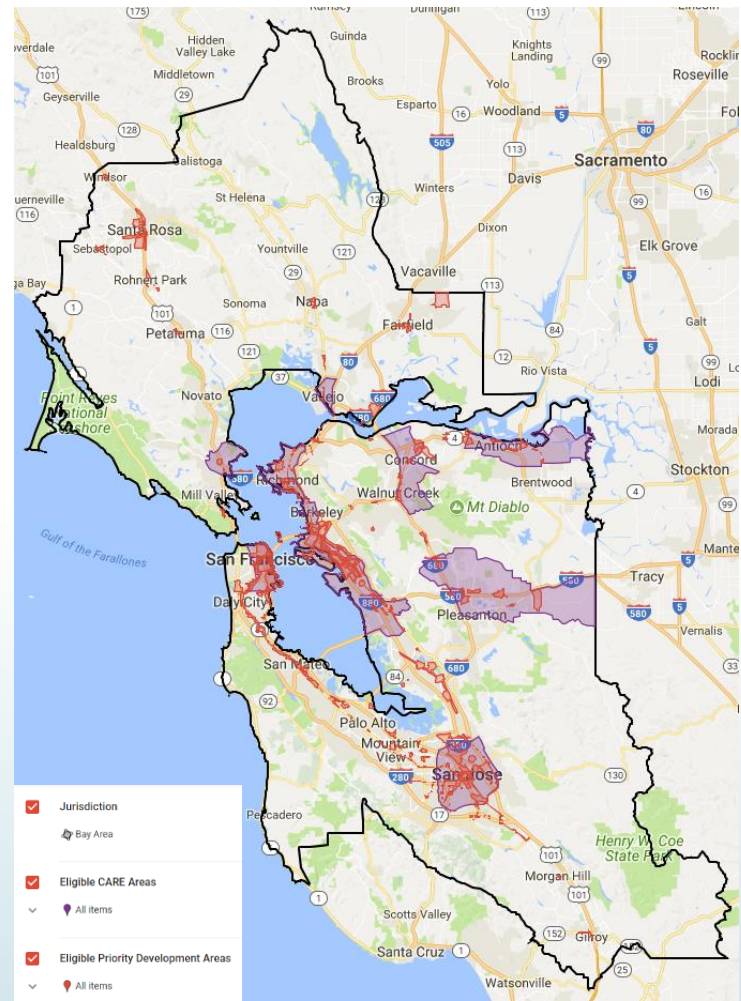
CARE Areas or PDAs

Projects must be located in or primarily serve residents in a

CARE area

OR

Priority Development Area





Key Evaluation Criteria

- Eligibility
 - Applicants must be public agencies
 - Non-public entities may be identified as a partner/subcontractor
- Cost-effectiveness (C/E)
 - Potential to significantly reduce SOV trips and emissions at low cost
 - Funding level based on surplus emissions reduced and C/E limit
- Readiness
 - Ready to launch within one year of signed contract
 - Potential risks and uncertainties are defined and addressed
- Replicability/Scalability
 - Potential to be widely replicated and scaled in the Bay Area
 - Potential to continue without further grants
- Experience



Cost-effectiveness

$$CE = \frac{\textit{TFCA Funds Awarded}}{\textit{Tons of NOx + ROG + (PM}_{10} \times 20) \textit{ reduced}}$$

- Cost effectiveness cannot exceed \$250,000/weighted ton of surplus emissions reduced

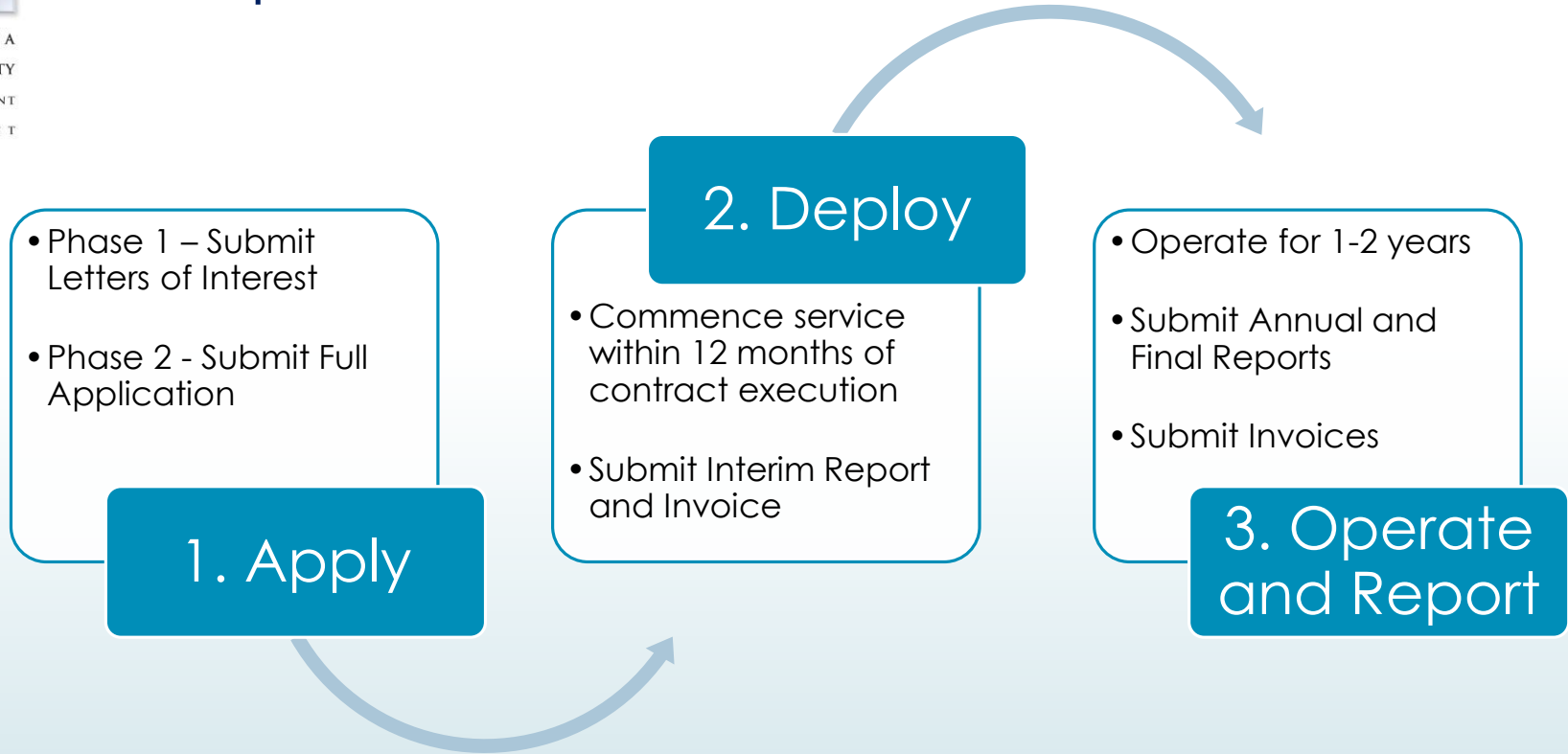


Examples of Ineligible Costs and Projects

- Ineligible Costs
 - Costs associated with administering this grant
 - Costs incurred prior to contract execution
- Ineligible Projects
 - Projects required by local, state, or federal regulations or other legal obligations
 - Solutions consisting of technologies at a Technology Readiness Level of 7 and below
 - Non-innovative solutions, e.g. fixed-route shuttles
 - Stand-alone solutions that do not result in direct/verifiable emission reductions
 - outreach campaigns, algorithms and apps, park-and-ride lots, development of ordinances or policies
 - Stand-alone incentive-based solutions
 - Projects that move goods (i.e., instead of people)



3-Step Process





Step 1. Apply



APPLICANT

- Phase 1: Submit letter of interest online, including:
 - ✓ Line-item budget
 - ✓ Timeline
 - ✓ Letters of support from partners
 - ✓ Map of service
 - ✓ Letter from transit agency

- Phase 2: Submit Full Application
If selected for award:

- ✓ Sign and return Contract
- ✓ Ensure project is not deployed until receipt of Note to Proceed



AIR DISTRICT

- Review letters of interest
- Evaluate full application
- Issue Notice of proposed Award
- Forward proposed Contract for signature
- Execute Contract and issue Notice to Proceed



Step 2: Deploy Service

GRANTEE (PROJECT SPONSOR)

- Purchase equipment
- Hire a licensed contractor/operator to perform work
- Deploy service
- Obtain and Maintain Insurance
- Submit Interim Status Report & Invoice



AIR DISTRICT

- Release 25% of funds for reimbursement following the deployment and review of Report & Invoice



Step 3: Operate and Report

GRANTEE (PROJECT SPONSOR)

- Operate service for 1-2 years
- Maintain insurance
- Submit annual and final reports



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- Audit and inspect
- Release 85% of funds for reimbursement after operating for at least 50% of the proposed operational period
- Release 100% of funds for reimbursement following fulfillment of proposed operation and review of final report



Online Application – Letter of Interest

- Submit letter of interest online at:
<https://www.tfaforms.com/4655277>
- Letters must be received by the deadline of
4pm on Monday, March 12, 2018
 - Late submittals will not be accepted
- Applicants who wish to propose more than one project may submit multiple letters of interest



Online Application – Letter of Interest

Attachments

Letter of Interest *
 No file chosen

Budget *
 No file chosen

Timeline *
 No file chosen

Letters of Support from Project Partners *
 No file chosen
[Add another Letter of Support](#)

Map of Service/Solution *
 No file chosen
[Add another Map](#)

Letter from transit agency stating service does not conflict with existing service *
 No file chosen
[Add another Letter from Transit Agency](#)

Specification Sheet for any products used in the solution (optional)
 No file chosen
[Add another Specification Sheet](#)

Supporting Documents (optional)
 No file chosen
[Add another Supporting Document](#)



Tentative Program Schedule

| DATE | ACTIVITY |
|-------------------------------------|---|
| January 16, 2018 | Air District announces grant opportunity |
| March 12, 2018 | Deadline to submit letters of interest (Phase 1) |
| By May 14, 2018 | Air District notifies selected applicants for further evaluation |
| July 17, 2018 | Deadline to submit full applications (Phase 2) |
| August - September 2018 | Air District evaluates full applications and recommends awards for highest ranking projects |
| By December 2018 | Execute contracts with selected project sponsors |
| January 2019 – December 2021 | Project sponsors launch and operate pilots |



Frequently Asked Questions

➤ **Are bikeshare projects eligible?**

- Bikeshare projects **CAN** be eligible if the proposed project is new and innovative, for example, dock-less bikes.

➤ **What does new and innovative mean?**

- This solicitation was developed to find out-of-the-box alternatives to fixed-route shuttles.
- New projects include those where no similar service was available in the Bay Area within the past 3 years. However, **significantly expanded service** may also be considered new.
- The Air District will not be funding previously-funded projects (i.e., Ford Go Bikes, EZ Mile shared autonomous vehicles)

➤ **Can private entities apply?**

- Private entities cannot apply, but they can partner with a public entity, for example, a local transit agency.



FAQs (cont'd)

➤ ***Why do I need to contact the local transit agency?***

- Applicants need to demonstrate they have attempted to have the service provided by the local transit agency. A letter from the transit agency is required stating – they agree to the applicant providing proposed service, the proposed service doesn't conflict with existing service, and proposed service is not a viable option for the transit agency to provide.

➤ ***Does the proposed project need to be in a Community Air Risk Evaluation (CARE) area AND a Priority Development Area (PDA)?***

- No, the project does not have to be in both areas, but it does have to be located in or primarily serve residents in one of them.



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Thank You!

www.baaqmd.gov/ptr

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