



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria for FYE 2021

Public Webinar

February 5, 2020

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Webinar Information

This webinar is being recorded

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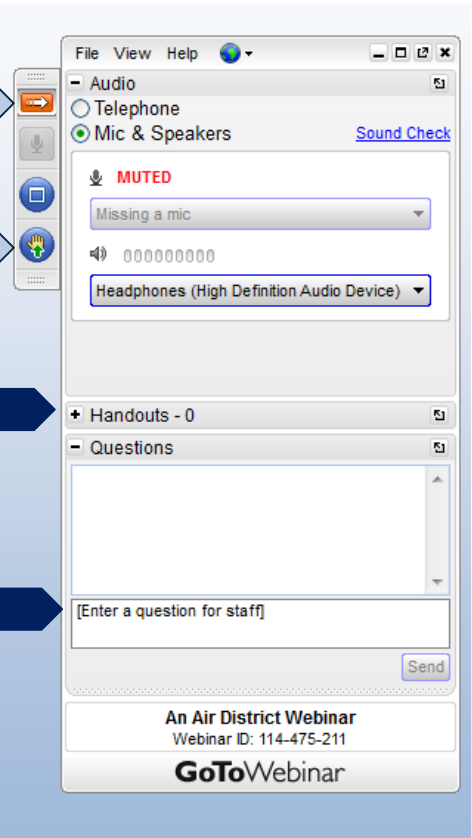
Questions will be answered at the end of the presentation.

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Overview

- 1. Introduction & Background**
 - Bay Area Air Quality Management District (Air District)
 - Transportation Fund for Clean Air (TFCA)
- 2. FYE 2021 TFCA Regional Fund Policies and Evaluation Criteria**
 - Process of Updating the Policies
 - General Policies
 - Project-specific Policies
 - Evaluation Criteria
- 3. Tentative Schedule**
- 4. Public Comment Process & Questions**



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Introduction and 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.”

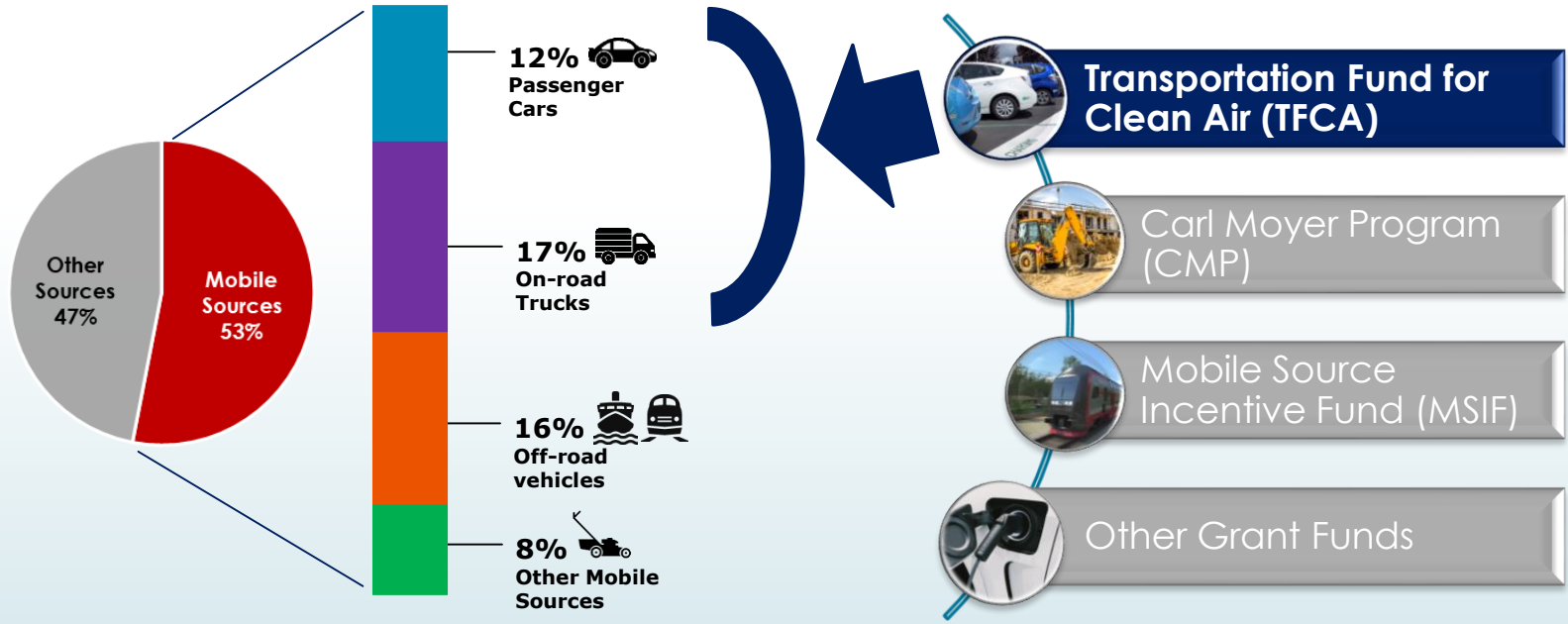




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Sources of Bay Area Criteria Pollution

2015 Total: 667 tons of pollution/day

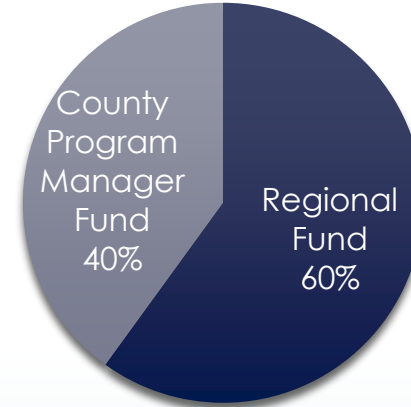




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Transportation Fund for Clean Air (TFCA)

- ▶ \$4 DMV surcharge
- ▶ 60% awarded directly by the Air District (Regional Fund & Air District Sponsored Programs)



Trip Reduction

Existing Shuttles



Pilot Trip Reduction



Bicycle Facilities



Clean Air Vehicle Projects





Process for updating TFCRA Regional Fund Policies

► Updated annually:

- Initial draft revisions proposed by Air District
- Feedback and input gathered from stakeholders
- Draft policies updated and recommended to the Air District Board of Directors for adoption

► Website:

<http://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund>

TFCRA Regional Fund

[Air District](#) / [Funding and Incentives](#) / [Funding Sources](#) / [TFCRA Regional Fund](#)



Learn more about the TFCRA Regional Fund and Air District-Sponsored Programs and explore funding opportunities for clean air vehicles and trip reduction projects.

UPDATED 1/15/2020

New:

Public comment period open for TFCRA Regional Fund Policies for FYE 2021 until February 26, 2020, and webinars scheduled for January 21, February 5, and February 18, 2020.

Background

Vehicle emissions contribute to unhealthy levels of ozone, also known as "smog," and particulate matter.

In the Bay Area, tailpipe emissions from the transportation sector account for approximately 40 percent of the criteria air pollutants and greenhouse gases, or GHGs, emitted. Significant emissions reductions from the on-road transportation sector are key to helping the Bay Area attain state and federal ambient air quality standards and GHG emission reduction targets.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on cars and trucks registered within the Air District's jurisdiction to provide grant funding to eligible projects that reduce on-road motor vehicle emissions. The statutory authority for the Transportation Fund for Clean Air, or TFCRA, and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

Sixty percent of TFCRA funds are awarded by the Air District through the TFCRA Regional Fund, and to eligible programs implemented directly by the Air District, referred as Air District-sponsored programs. Each year, the Air District's Board of Directors considers the allocation of



Organization of TFCRA Policies and Evaluation Criteria

TFCRA Policy #	Policy Description
1 – 21	General Policies*
22 – 27	Clean Air Vehicle Project Policies
28 – 33	Trip Reduction Project Policies
	Regional Fund Evaluation Criteria

*General Policies apply to all project types

OPEN COMMENT PERIOD FOR TFCRA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2021

Background

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

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 for the Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in the California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District through the TFCA Regional Fund, and to eligible programs implemented directly by the Air District, referred to as Air District-sponsored programs. Each year, the Air District's Board of Directors considers the allocation of new TFCA funds and the proposed updates to the policies. Solicitations and Call for Projects are issued following the Board's approval.

Draft TFCA Regional Fund Policies for Fiscal Year Ending (FYE) 2021

Every fiscal year since the TFCA program began in 1991, the Air District has updated the TFCA Regional Fund Policies and Evaluation Criteria. As an initial step to updating the policies for next fiscal year, the Air District is currently accepting public comments for the development of the TFCA Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2021 ("FYE 2021 Policies"). Based on input from stakeholders, Air District staff will prepare a final draft of the proposed FYE 2021 Policies for consideration by the Air District's Board of Directors at a meeting that is tentatively scheduled for June 2021. The adopted FYE 2021 Policies will govern the use of the TFCA funds from July 1, 2020 through June 30, 2021.

More information about TFCA Regional Fund program is available on the TFCA [Regional Fund webpage](#).

Summary of draft revisions to FYE 2020 Policies and Evaluation Criteria for FYE 2021 for public comment

- Removing the minimum requirement of number of vehicles deployed and operational requirement for On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles projects (policy #23).
- Removing the minimum vehicle operational requirement for On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses projects (policy #24).
- Adjusting the gross vehicle weight rating requirements for light- and medium-duty vehicles (policies #23 and heavy-duty trucks and buses projects (policies #24).
- Clarifying how TFCA Regional Funds will be evaluated and prioritized to better align with Air District priorities (regional fund evaluation criteria #2).
- Expanding the Bicycle Parking project category (policy #31) to include other bicycle parking facility project types and acceptable plans that are required for Bicycle Parking and Bikeway projects (policies #31 and #32).
- Adding Electric Vehicle Charging Infrastructure (policy #26) and Infrastructure Improvements for Trip-Reduction (policy #33) as a new Eligible Project Categories.



Policy #2: Maximum Cost-effectiveness

Cost-Effectiveness is the ratio of TFCA funds awarded to the sum of surplus emissions reduced over the project operational period.

- Reactive organic gases (ROG)
- Oxides of nitrogen (NO_x)
- Particulate matter (PM₁₀), non-exhaust
- Weighted PM₁₀, exhaust

$$CE = \frac{\text{TFCA Funds Awarded}}{\text{Tons of NO}_x + \text{ROG} + \text{PM}_{10 [\text{other}]} + (\text{PM}_{10 [\text{exhaust}]} \times 20) \text{ reduced}}$$

Table 1: Proposed Cost-Effectiveness limits for FYE 2021 TFCA Regional Fund Projects

- Other Evaluation Criteria may apply



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Clean Air Vehicle Projects

Projects that accelerate the adoption of zero-emission technologies for *compliant fleets* or facilitate the permanent retirement of highly-polluting vehicles of *all types*

Draft Revisions:

- Removing minimum vehicle deployment requirement, #23
- Removing operation requirement, #23 & #24
- Revising vehicle size thresholds, #23 & 24
- Adding electric vehicle charging infrastructure, #26
- Text and numbering revisions for clarity



#22 – On-Road Truck Replacements

#23 – Light- and Medium-Duty Zero- & Partial-Zero-Emissions Vehicles for Fleets



#24 – Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles

#25 – Hydrogen Stations



#26 – Electric Vehicle Charging Infrastructure

#27 – Vehicle Scrapping





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Trip Reduction – Service Projects

Facilitate first- and last-mile connections to reduce commute-hour single-occupancy vehicle trips

Draft Revisions:

- Text revisions for clarity, #28 & #30

#28 – Existing Shuttle/Feeder Bus Services



#29 – Pilot Trip Reduction



#30 – Existing Regional Ridesharing Services





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Trip Reduction Projects - Bicycle Projects

Facilitate access to bicycle roadways and parking to reduce single-occupancy trips

Draft Revisions:

- Increasing inclusivity of bicycle parking facility projects, #31
- Increasing flexibility of eligible plans, #31 & #32
- Text revisions for clarity



#31 – Bicycle Parking



#32 – Bikeways



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Trip Reduction Projects – Infrastructure Improvements

Projects expand access to alternative transportation modes through the design and construction by local agencies of physical improvements that support development projects

Draft Revisions:

- Adding Project Category, #33



#33 –
Infrastructure
Improvements for
Trip-Reduction



Evaluation Criteria

Evaluation of projects will be conducted by Air District staff

- Applicants & projects must meet all applicable program requirements
- Applications may be evaluated on either a first-come, first-served basis or ranked based on cost-effectiveness
- Funding prioritized for Highly Impacted Communities and projects in Priority Development Areas (PDAs)

Draft Revisions:

- Proposing a flexible evaluation process
- Adding AB617 areas as priority areas for TFCR Regional Funds funding



Tentative Schedule

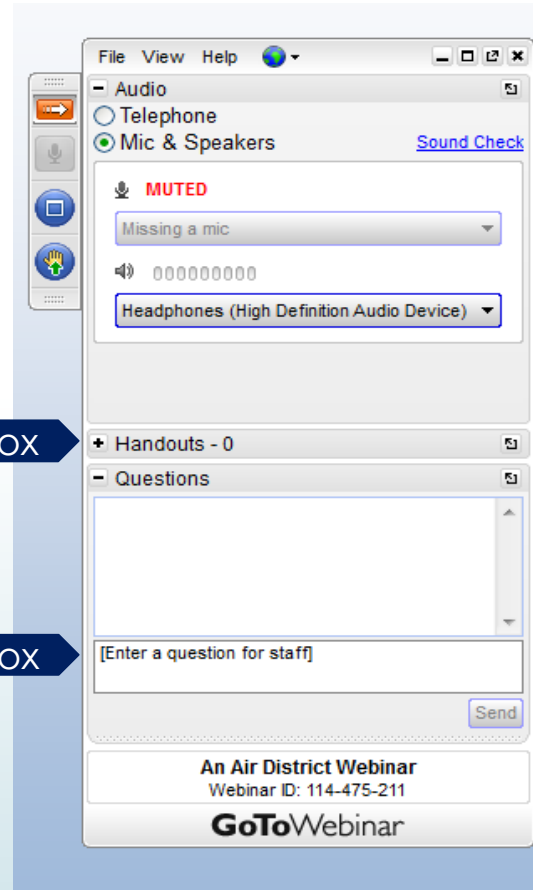
January 15, 2020	Draft Policies Issued for Public Comment
January 21, 2020	Informational Webinar (1)
February 5, 2020	Informational Webinar (2)
February 18, 2020	Informational Webinar (3)
4:00 PM PST on February 26, 2020	Public Comment Period Closes
April 23, 2020	Mobile Source Committee Meeting
May 6, 2020	Board of Directors Meeting



Open for Comments

**Comments Due: February 26, 2020
(at 4:00 PM PST)**

- **Online (preferred)**
 - A link to the [online comment form](#) is on the Regional Fund website
- **Mail**
 - Address comments to:
Bay Area Air Quality Management District
Attn: Strategic Incentives Division
375 Beale St., Ste. 600
San Francisco, CA 94105





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Thank You

If you have any questions you would like answered now, please type your questions to us using the 'Questions' tool in GoToWebinar.

Alternatively, you may send questions directly to Chengfeng Wang, Air Quality Program Manager, at cwang@baaqmd.gov

Questions Box

The screenshot shows the GoToWebinar interface. At the top, there is a menu with 'File', 'View', and 'Help'. Below the menu, the 'Audio' section is expanded, showing 'Telephone' and 'Mic & Speakers' options. The microphone is currently muted, indicated by a red 'MUTED' label and a 'Missing a mic' dropdown menu. The volume level is shown as '000000000'. The output device is set to 'Headphones (High Definition Audio Device)'. Below the audio settings, there is a 'Handouts - 0' section and a 'Questions' section. The 'Questions' section contains a text input field with the placeholder text '[Enter a question for staff]' and a 'Send' button. At the bottom of the interface, there is a footer that reads 'An Air District Webinar', 'Webinar ID: 114-475-211', and the 'GoToWebinar' logo.