Transportation Fund for Clean Air
Regional Fund Policies and Evaluation Criteria
Commencing FYE 2025

Informational Webinar

March 14, 2024
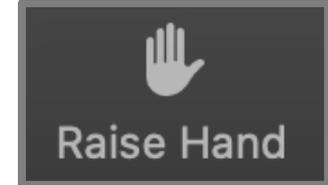
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Webinar Information

This webinar is being recorded

A copy of this presentation will be posted online.

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➡ **Online Form** tool: to provide feedback. Form available at http://www.baaqmd.gov/TFCARegional

➡ **Q&A** tool: to write questions to the host

➡ **Raise Hand** tool: to be given a turn to unmute yourself and verbally ask questions (**at the end**)

Overview

1. **Background**
   - Bay Area Air Quality Management District (Air District)
   - Transportation Fund for Clean Air (TFCA)

2. **Process of Updating the Policies**

3. **Proposed Updates**
   - General Policies
   - Project-specific Policies
   - Evaluation Criteria

4. **Schedule**
5. **Questions**

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:

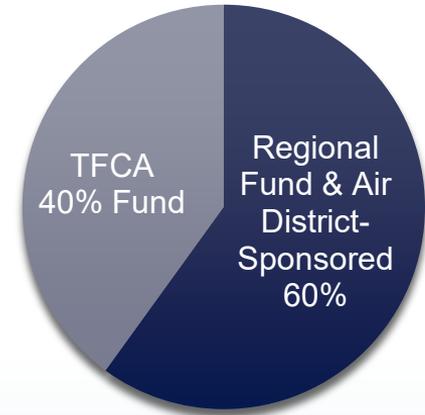*"To protect and improve public health, air quality, and the global climate."*

NINE COUNTY JURISDICTION OF THE BAAQMD

Transportation Fund for Clean Air (TFCA)

➡ $4 DMV surcharge

➡ 60% awarded directly by the Air District (Regional Fund & Air District Sponsored Programs)

Pie chart: TFCA 40% Fund / Regional Fund & Air District-Sponsored 60%

Trip Reduction			Clean Air Vehicle Projects
Bicycle Parking	Infrastructure Improvements for Trip Reduction	Bikeways	

Process for updating TFCA Regional Fund Policies

| Initial draft revisions proposed by Air District | Feedback and input gathered from stakeholders | Draft policies updated | Policy, Grants, and Technology Committee for recommendation | Board of Directors for adoption |

http://www.baaqmd.gov/TFCARegional

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Organization of TFCA Policies and Evaluation Criteria

TFCA 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

General

Identify the basic eligibility requirements

Draft Revision:

- Clarify that the maximum award amount limit is based on the *fiscal year* (Policy #7)

- Return to providing 12 months for projects to start (Policy #8)

- Update "County Program Manager" to "TFCA 40% Fund"

Policy #1: Eligible Projects

Projects must achieve surplus emission reductions.

i.e., Reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project's funding agreement.

Required in legislation

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 (NOx)
- Particulate matter (PM_{10}), non-exhaust
- Weighted PM_{10}, exhaust

No proposed changes

$$CE = \frac{TFCA\ Funds\ Awarded}{Tons\ of\ NOx + ROG + PM_{10\ [other]} + (PM_{10\ [exhaust]}\ x\ 20)\ reduced}$$

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*

No proposed changes

#22 – On-Road Truck Replacements

#23 – Zero- & Partial-Zero-Emissions Vehicles

#24 – Reserved

#25 – Hydrogen Stations

#26 – Electric Vehicle Charging Infrastructure

#27 – Vehicle Scrapping

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Trip Reduction – Service Projects & Infrastructure Improvements

- Service projects facilitate first- and last-mile connections to reduce commute-hour single-occupancy vehicle trips

- Infrastructure improvements expand access to alternative transportation modes through improvements that support development projects

No proposed changes

#28 – Existing Last-Mile Commuter Connections

#33 – Infrastructure Improvements for Trip-Reduction

#29 – Pilot Trip Reduction

#30 – Existing Regional Ridesharing Services

Trip Reduction Projects – Bicycle Projects

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

Draft Revision:

Policy #32

- Simplify the design guidelines language to clarify that local and state standards would need to be followed for bikeway projects
- Allow upgrades to a Class II buffered bike lane from either a Class III or Class II (non-buffered)

#31 – Bicycle Parking

#32 – Bikeways

Evaluation Criteria

Evaluation 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 and/or ranked competitively based on cost-effectiveness

➡ Funding prioritized for projects in highly impacted communities (AB 617), disadvantaged (SB 535) or low-income (AB 1550) communities, and Priority Development Areas (PDAs)

Draft Revision:

- Remove Community Air Risk Evaluation (CARE) Program Areas from list of prioritized communities

Schedule

February 29, 2024	Draft Policies Issued for Public Comment
March 14, 2024	Informational Webinar
4:00 PM PDT on April 5, 2024	Public Comment Period Closes
May 15, 2024 (tentative)	Policy, Grants, and Technology Committee Meeting
June 5, 2024 (tentative)	Board of Directors Meeting

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Open for Comments

Comments Due: April 5, 2024
(at 4:00 PM PDT)

Link to the online comment form is on the Regional Fund website

Thank You

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