



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SCOTT HAGGERTY - CHAIR
JOHN AVALOS
CAROLE GROOM
CAROL KLATT
ROGER KIM

MARY PIEPHO – VICE CHAIR
TOM BATES
DAVID HUDSON
LIZ KNISS

THURSDAY
May 22, 2014
9:30 A.M.

7TH FLOOR BOARD ROOM
939 ELLIS STREET
SAN FRANCISCO, CA 94109

AGENDA

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. **PUBLIC COMMENT PERIOD**

(Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3) Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.

3. **APPROVAL OF MINUTES OF APRIL 24, 2014**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of April 24, 2014.

4. **PROJECTS WITH PROPOSED GRANT AWARDS OVER \$100,000**

D. Breen/5041
dbreen@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of Carl Moyer projects requesting grant funding in excess of \$100,000, authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects, and approval for additional \$6.3 million in Mobile Source Incentive Funds (MSIF) for eligible Lower-Emission School Bus projects.

5. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FISCAL YEAR ENDING (FYE) 2015** **D. Breen/5041**
dbreen@baaqmd.gov

The Committee will consider recommending Board of Directors approval of the proposed FYE 2015 TFCA Regional Fund policies for shuttles and ridesharing services, electric bicycle lockers, and on-road diesel trucks.

6. **BICYCLE RACK VOUCHER PROGRAM (BRVP) VENDOR SELECTION** **K. Schkolnick/5070**
kscholnick@baaqmd.gov

The Committee will consider recommending the Board of Directors' approval of contracts with five vendors including Dero Bike Rack Co., Peak Racks Inc., Saris Cycling Group, Sportsworld Northwest Inc., and Urban Racks, for an amount not to exceed \$860,000 for eligible bicycle rack parking equipment.

7. **COMMITTEE MEMBER COMMENTS**

Any member of the Board, 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)

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

At the Call of the Chair.

9. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Chair.

CONTACT CLERK OF THE BOARDS
939 ELLIS STREET, SAN FRANCISCO, CA 94109

(415) 749-5073
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- To submit written comments on an agenda item in advance of the meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- To request special accommodations for those persons with disabilities notification to the Executive Office should be given at least three working days prior to the date of the meeting so that arrangements can be made accordingly.

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 District's offices at 939 Ellis Street, San Francisco, CA 94109, at the time such writing is made available to all, or a majority of all, members of that body.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET, SAN FRANCISCO, CALIFORNIA 94109
FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941

EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

MAY 2014

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Climate Protection Committee <i>(Meets 3rd Thursday of every other month)</i> CANCELLED	Thursday	15	9:30 a.m.	Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i> – CANCELLED AND RESCHEDULED TO MAY 7, 2014	Monday	19	9:30 a.m.	4th Floor Conf. Room
Board of Directors Stationary Source Committee <i>(Meets Quarterly at the Call of the Chair)</i> - CANCELLED AND RESCHEDULED TO MAY 1, 2014	Monday	19	10:30 a.m.	Board Room
Special Board of Directors Meeting -Budget Hearing <i>(At the Call of the Chair)</i>	Wednesday	21	9:45 a.m.	Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	21	9:45 a.m.	Board Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	22	9:30 a.m.	Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	28	9:30 a.m.	4th Floor Conf. Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i>	Wednesday	28	10:30 a.m.	4th Floor Conf. Room

JUNE 2014

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	4	9:45 a.m.	Board Room
Board of Directors Public Outreach Committee <i>(At the Call of the Chair)</i>	Thursday	5	9:30 a.m.	4 th Floor Conf. Room
Advisory Council Regular Meeting <i>(Meets on the 2nd Wednesday of each Month)</i>	Wednesday	11	9:00 a.m.	Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i>	Monday	16	9:30 a.m.	4 th Floor Conf. Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	18	9:45 a.m.	Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	25	9:30 a.m.	4 th Floor Conf. Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	26	9:30 a.m.	Board Room

JULY 2014

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	2	9:45 a.m.	Board Room
Advisory Council Regular Meeting <i>(Meets on the 2nd Wednesday of each Month)</i>	Wednesday	9	9:00 a.m.	Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	16	9:45 a.m.	Board Room
Board of Directors Climate Protection Committee – <i>(Meets 3rd Thursday every other Month)</i>	Thursday	17	9:30 a.m.	Board Room
Board of Directors Executive Committee <i>(Meets on the 3rd Monday of each Month)</i>	Monday	21	9:30 a.m.	4 th Floor Conf. Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	23	9:30 a.m.	4 th Floor Conf. Room
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	24	9:30 a.m.	Board Room

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Scott Haggerty and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/Air Pollution Control Officer

Date: April 29, 2014

Re: Approval of the Minutes of April 24, 2014

RECOMMENDED ACTION

Approve attached draft minutes of the Mobile Source Committee meeting of April 24, 2014.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee meeting on April 24, 2014.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sean Gallagher
Reviewed by: Rex Sanders

Attachment: Draft Minutes of the Mobile Source Committee meeting of April 24, 2014

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109
(415) 749-5073

DRAFT MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
Thursday, April 24, 2014

1. Call to Order – Roll Call

Director Tom Bates called the meeting to order at 9:33 a.m.

Present: Mobile Source Committee (Committee) Chairperson Scott Haggerty; and Directors John Avalos, Tom Bates, Carole Groom, David Hudson, Carol Klatt and Liz Kniss.

Absent: Vice-Chairperson Mary Piepho and Director Roger Kim (on behalf of Edwin Lee).

Also Present: Board of Directors (Board) Chairperson Nate Miley.

2. Public Comment Period: No requests received.

3. Approval of Minutes of February 27, 2014

Committee: None.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion to approve the Minutes of February 27, 2014; Director Avalos seconded; and the motion carried by the following vote of the Committee:

AYES: Avalos, Bates, Groom, Hudson, Klatt and Kniss.

NOES: None.

ABSTAIN: None.

ABSENT: Haggerty, Kim, Miley and Piepho.

4. Projects and Contracts with Proposed Grant Awards Over \$100,000

Damian Breen, Deputy Air Pollution Control Officer, introduced Geraldina Grunbaum, Administrative Analyst of Strategic Incentives, who gave the staff presentation *Projects and Contracts with Proposed Awards Over \$100,000*, including brief overviews of the Carl Moyer, Mobile Source Incentive Fund (MSIF) and Transportation Fund for Clean Air (TFCA) programs; a summary of Carl Moyer Program (CMP) Year 15; detailings of the CMP/MSIF and Voucher Incentive Program funds awarded as of April 7, 2014 and as awarded CMP Years 11 through 15; a summary of TFCA Year 14; Vehicle Buy Back (VBB) Program Direct Mail; and recommendations.

NOTED PRESENT: Committee Chairperson Haggerty was noted present at 9:40 a.m. and Board Chairperson Miley was noted present at 9:41 a.m., during the staff presentation.

Committee Comments: None.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion, seconded by Director Kniss, to recommend the Board:

1. Approve CMP projects with proposed grant awards over \$100,000;
2. Authorize the Executive Officer/Air Pollution Control Officer (APCO) to enter into agreements for the recommended projects and direct-mail contract; and
3. Approve the allocation of \$150,000 for direct-mail outreach for the VBB Program.

The motion carried by the following vote of the Committee:

AYES: Avalos, Bates, Groom, Haggerty, Hudson, Klatt, Kniss and Miley.

NOES: None.

ABSTAIN: None.

ABSENT: Kim and Piepho.

5. Fiscal Year End (FYE) 2015 TFCA County Program Manager (CPM) Expenditure Plans and Request for Waivers from Santa Clara Valley Transportation Authority (VTA) and San Francisco County Transportation Authority (SFCTA)

Mr. Breen introduced Linda Hui, Administrative Analyst of Strategic Incentives, who gave the staff presentation *FYE 2015 TFCA CPM Expenditure Plans*, including TFCA background, FYE 2015 Expenditure Plans, policy waiver requests, and recommendations.

Committee Comments:

The Committee and staff discussed whether staff has previously recommended policy waivers and the justification for doing so today.

Public Comments: No requests received.

Committee Action:

Director Hudson made a motion, seconded by Director Klatt, to recommend the Board:

1. Approve the allocation of FYE 2015 TFCA CPM Funds listed in Table 1 of the Committee staff report;
2. Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for the total funds to be programmed in FYE 2015, listed in Table 1 of the Committee staff report; and
3. Approve policy waivers to allow VTA to use FYE 2015 TFCA CPM Funds for pedestrian improvement and bicycle sharing projects and SFCTA to use FYE 2015 TFCA CPM Funds for arterial management projects.

Committee Comments (continued):

Director Avalos explained the details of the SFCTA policy waiver.

Committee Action (continued):

The motion carried by the following vote of the Committee:

AYES: Avalos, Bates, Groom, Haggerty, Hudson, Klatt, Kniss and Miley.

NOES: None.

ABSTAIN: None.

ABSENT: Kim and Piepho.

6. Update on TFCA Regional Shuttle and Ridesharing Incentive Program

Karen Schkolnick, Acting Director of Strategic Incentives, introduced Kenneth Mak, Air Quality Technician of Strategic Incentives, who gave the staff presentation *Update on TFCA Regional Fund Shuttle and Ridesharing Incentive Program*, including TFCA background; discussion topics; key policy drivers and program issues; realignment opportunities; program review process; and next steps.

Committee Comments:

The Committee and staff discussed the realignment opportunities and their potential challenges; a shifting program focus to serving the “first and last mile” and addressing the concept of convenient, seamless commutes in order to get people out of single-occupancy vehicles; the ultimate fate of the Oakland Broadway shuttle; the need to resist outside political pressure on the Committee’s deliberative process; various activities in San Mateo County relative to improving commutes; support for and possible enhancements to the program to make it more pilot friendly; the possible benefits of an expanded definition to include carpooling, be it casual or otherwise; Committee support for a discontinuance or phasing-out of the shuttle program; expectations for the future of this program; what type of park-and-ride projects align with the project funding requirements; Air District branding and whether there are ways to enhance Air District outreach through enhanced branding; and the meaning of “enhanced Mobile Source compliance.”

Committee Chair Haggerty and Director Hudson directed staff to enhance Air District branding on and within vehicles and facilities that receive program funding from the Air District.

Public Comments:

Seamus Murphy, Caltrain, addressed the Committee in support of reevaluating and realigning the program instead of discontinuing it and to report that Caltrain ridership has been increasing and is projected to continue.

Director Bates said it is not the proper role of the Air District to provide capital for ongoing transit services.

Committee Comments (continued):

The Committee and staff discussed the possibility of phasing out support for some historically funded projects; the value of getting people out of their cars through expanded project eligibility; the form of support from the Air District and Caltrain to employers providing connecting shuttles for employees; the level of county support for employer-provided shuttle programs; and potential refinement of the provision regarding duplicate service.

Committee Action: None; receive and file.

7. FYE 2015 TFCA Funding Allocations

Mr. Breen introduced Ms. Schkolnick, who gave the staff presentation *FYE 2015 TFCA Funding Allocations*, including TFCA background; FYE 2015 TFCA expenditure plan and revenue; TFCA funding distribution FYEs 2015 and 2014; regional fund programs; Air District-led programs; Plug-In Electric Vehicle (PEV) and Infrastructure Program; Bicycle Rack Voucher Project; TFCA cost-effectiveness limits for Air District-led programs; and recommendations.

The Committee and staff discussed, at slide 9, *PEV and Infrastructure Program*, the amount of subsidies available to public agencies for PEV rebates.

Ms. Schkolnick concluded the presentation.

Committee Comments:

The Committee and staff discussed which charging stations, if any, are being deployed through the Air District with a mechanism included for taking payments from end-users for charging vehicles; issues relative to public chargers in the City of Palo Alto; options available to local governments for regulating use of public chargers; the nature of the “safety net” on slide 9, *PEV and Infrastructure Program*; the viability of requiring the installation of charging stations with fees for end-users; the lifetime and popularity of PEV rebate vouchers for public agencies and details of how the Air District manages the program; vehicle types and uses for which the vouchers are applicable; Air District PEV subsidies for state, local and personal, residential uses; the average cost of home charging stations and the requisite equipment; the adequacy of the Air District subsidy of DC fast charger deployment and the projected network growth; what form of subsidy exists, or soon will, for Level 2 chargers; and when the Committee can expect to hear more on the PEV program.

Public Comments:

Ursula Vogler, Metropolitan Transportation Commission, addressed the Committee in support of the staff recommendations, particularly those related to PEV infrastructure.

Committee Action:

Director Hudson made a motion, seconded by Director Kniss, to direct staff to explore options for requiring that the hosts of publicly available EV charging stations install equipment that is capable of accepting payment from end-users only, so that station sponsors can recover the cost of providing service and electricity, and recommend the Board:

1. Allocate \$18.8 million in its TFCA funding to the projects and programs listed in Table 1 of the Committee staff report;
2. Authorize the Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000 for projects and programs listed in Table 1 of the Committee staff report;
3. Accept up to \$500,000 in Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) funding from the California Energy Commission (CEC) for electric vehicle charging projects; and
4. Authorize the Executive Officer/APCO to execute all contracts necessary to accept, appropriate, and expend CEC ARFVTP monies.

The motion carried by the following vote of the Committee:

AYES: Avalos, Bates, Groom, Haggerty, Hudson, Klatt, Kniss and Miley.

NOES: None.

ABSTAIN: None.

ABSENT: Kim and Piepho.

8. Committee Member Comments: None.

9. Time and Place of Next Meeting:

Thursday, May 22, 2014, Bay Area Air Quality Management District Headquarters, 939 Ellis Street, San Francisco, California 94109 at 9:30 a.m.

10. Adjournment: The meeting adjourned at 10:58 a.m.

Sean Gallagher
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Haggerty and
Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 6, 2014

Re: Projects with Proposed Grant Awards over \$100,000

RECOMMENDATIONS:

Recommend Board of Directors:

1. Approve Carl Moyer Program projects with proposed grant awards over \$100,000;
2. Allocate \$6.3 million in MSIF funds to eligible Lower-Emission School Bus Program projects; and
3. Authorize the Executive Officer/APCO to enter into agreements with applicants for Lower Emission School Bus Program projects, and the recommended Carl Moyer Program projects.

BACKGROUND

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 (ARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, stationary agricultural pump engines, and forklifts.

Assembly Bill 923 – Firebaugh (AB 923), 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 in the Air District’s Mobile Source Incentive Fund (MSIF). AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for projects eligible for grants under the CMP.

Since 1992, the Transportation Fund for Clean Air (TFCA) program has funded projects that achieve surplus emission reductions from on-road motor vehicles. Funding for this program is provided by a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Sixty percent of TFCA funds are awarded by the Air District to eligible programs implemented directly by the Air District (e.g., the Smoking Vehicle, Enhanced Mobile Source

Enforcement and the Spare the Air Programs) and through a grant program known as the Regional Fund.

On February 4, 2013, the Board of Directors authorized Air District participation in Year 15 of the CMP, and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with CMP funds or MSIF revenues, with individual grant award amounts up to \$100,000. On November 18, 2009, the Air District Board of Directors authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with TFCA funds, with individual grant award amounts up to \$100,000.

CMP and TFCA Regional Fund projects with grant award amounts over \$100,000 are brought to the Committee for consideration at least on a quarterly basis. Staff reviews and evaluates the grant applications based upon the respective governing policies and guidelines established by the ARB and/or the Air District's Board of Directors.

DISCUSSION

Carl Moyer Program:

The Air District started accepting applications for CMP Year 15 projects on July 23, 2013. The Air District has approximately \$15 million available for CMP projects from a combination of MSIF and CMP funds. Project applications are being accepted and evaluated on a first-come, first-served basis.

As of May 6, 2014, the Air District has received 124 project applications. Of the applications that have been evaluated between April 7, 2014 and May 6, 2014, two (2) eligible projects have proposed individual grant awards over \$100,000. These projects will replace one (1) off-road diesel-powered tractor, and three (3) off-road diesel-powered loaders. These projects will reduce over 2.6 tons of NOx, ROG and PM per year. Staff recommends allocating \$468,650 to these projects from a combination of CMP funds and MSIF revenues. Attachment 1 to this staff report provides additional information on these projects.

Attachment 2 lists all of the eligible projects that were received by the Air District as of May 6, 2014, and summarizes the allocation of funding by equipment category (Figure 1), and county (Figure 2). This list also includes the Voucher Incentive Program (VIP) on-road replacement projects awarded since July 2013. Approximately 27% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 3 summarizes the cumulative allocation of CMP, MSIF, and VIP funding since the Year 11 funding cycle (more than \$64 million awarded to 578 projects).

Lower-Emission School Bus Program:

On May 1, 2013, the Board of Directors allocated \$13.21 million in MSIF funds to projects under the Lower-Emission School Bus Program. Staff opened a solicitation for projects in December 2013, and has received applications in excess of the allocated funds. Due to the high demand for project funding from the recent solicitation, and the importance of timely Compressed Natural Gas (CNG) tank replacement projects, staff is recommending an additional \$6.3 million in MSIF funding be allocated for school bus projects. Staff will use \$1.3 million of the proposed allocation for CNG tank replacement projects, and \$5 million for school bus retrofit

and replacement projects. Staff will continue to monitor the demand for project funding and will request additional MSIF funding as needed.

TFCA:

On June 5, 2013, the Board of Directors allocated \$22.75 million in FYE 2014 TFCA funds to Air District sponsored projects and programs and Regional Fund programs. Since then, the Air District has opened solicitations for the following programs: Shuttle and Ridesharing, Bicycle Rack Vouchers, Bicycle E-Lockers, DC Fast Chargers, Plug-in Electric Vehicle Rebates for Public Agencies, and On-road Trucks. In addition, staff is currently working to develop a solicitation for the Plug-in Electric Vehicle Public Charging Program, which is anticipated to open later this year.

Attachment 4 lists all of the eligible projects that have been awarded FYE 2014 TFCA funding by the Air District as of May 6, 2014, and Attachment 5 summarizes the allocation of FYE 2014 TFCA funds by program (Figure 1), and by county (Figure 2). To date, more than \$5.2 million in TFCA funds have been awarded to 36 projects. No TFCA applications requesting individual grant awards over \$100,000 received as of May 6, 2014 are being forwarded for approval at this time.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None. Through the CMP, MSIF, and TFCA, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for both programs are provided by each funding source.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Anthony Fournier
Reviewed by: Karen Schkolnick and Damian Breen

- Attachment 1: BAAQMD Carl Moyer Program/Mobile Source Incentive Fund projects with grant awards greater than \$100,000 (evaluated between 4/7/14 and 5/6/14)
- Attachment 2: Summary of all CMP Year 15/MSIF and VIP approved and eligible projects (as of 5/6/14)
- Attachment 3: Summary of program distribution by equipment category, county and for CMP Years 11-15
- Attachment 4: Summary of all TFCA approved and eligible projects (as of 5/6/14)
- Attachment 5: Summary of FYE 2014 TFCA funding by program and county

AGENDA 4 - ATTACHMENT 1

BAAQMD Carl Moyer Program/ Mobile Source Incentive Fund projects
with grant awards greater than \$100k (Evaluated between 4/7/14 and 5/6/14)

Project #	Applicant name	Equipment category	Project type	Proposed contract award	Emission Reductions (Tons per year)			County
					NOx	ROG	PM	
15MOY101	S.E.G Trucking	Off-road	Replacement of three diesel-powered loaders.	\$ 291,095.00	1.506	0.241	0.084	Contra Costa
15MOY68	Dwelley Family Farms, LLC	Ag/ off-road	Replacement of one diesel-powered tractor.	\$ 177,555.00	0.765	0.043	0.013	Contra Costa
				\$ 468,650.00	2.271	0.284	0.097	

AGENDA 4 - ATTACHMENT 2

Summary of all CMP, MSIF and VIP approved/ eligible projects (As of 5/6/14)

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
14MOY43	Agriculture	Irrigation pump engine replacement	1	\$ 45,548.00	Huneus Vintners, LLC	0.135	0.023	0.008	APCO	Napa
14MOY45	Marine	Engine replacement	1	\$ 90,311.00	Jim Rando - Misty Dawn (Commercial fisherman)	0.589	0.013	0.021	APCO	Santa Clara
14MOY46	Ag/ off-road	Loader replacement	1	\$ 43,160.00	Gregory Lyons (Lyons Farms)	0.187	0.034	0.015	APCO	Solano
14MOY50	Ag/ off-road	Tractor replacement	1	\$ 180,570.00	Fred Corda Farming & Ranching	0.742	0.048	0.017	10/16/2013	Marin
14MOY44	Off-road	Forklift replacement	3	\$ 106,010.00	Economy Lumber Company of Oakland, Inc.	0.481	0.086	0.036	10/16/2013	Alameda
15MOY4	Off-road	Backhoe replacement	2	\$ 71,020.00	Doyle's Work Company, Inc. (Excavation & Trenching)	0.225	0.055	0.028	APCO	Santa Clara
15MOY20	Off-road	Tractor and Loader replacement	5	\$ 2,290,140.00	Steven's Creek Quarry, Inc.	11.747	1.388	0.526	10/16/2013	Santa Clara
15MOY32	Ag/ off-road	Loader replacement	1	\$ 147,220.00	Gerald & Kristy Spaletta (Dairy)	0.613	0.107	0.038	11/6/2013	Sonoma
15MOY14	Ag/ off-road	Tractor replacement	2	\$ 59,878.00	Wolfskill Family Trust of 1990 (Vineyard Maintenance)	0.198	0.038	0.014	APCO	Solano
15MOY15	Ag/ off-road	Tractor replacement	1	\$ 30,952.00	Nichelini Vineyards, LLC	0.101	0.017	0.005	APCO	Napa
15MOY31	Ag/ off-road	Tractor replacement	1	\$ 111,490.00	Andrew Poncia dba Poncia Fertilizer Spreading	0.629	0.090	0.032	11/6/2013	Sonoma
15MOY33	Ag/ off-road	Tractor replacement	1	\$ 96,092.00	Daniel Evans (Farmer)	0.514	0.064	0.022	APCO	Marin
15MOY37	Off-road	Loader replacement	1	\$ 99,810.00	W.R. Forde Associates	0.582	0.076	0.026	APCO	Contra Costa
15MOY29	Ag/ off-road	Tractor replacement	1	\$ 159,821.00	Drew Dairy	1.075	0.123	0.043	11/6/2013	Sonoma
15MOY36	Ag/ off-road	Loader replacement	1	\$ 147,521.00	Jack Dei Dairy	0.557	0.097	0.035	11/6/2013	Sonoma
15MOY40	Off-road	Loader replacement	3	\$ 237,960.00	Napa Recycling & Waste Services LLC	1.778	0.024	0.050	11/6/2013	Napa
15MOY41	Ag/ off-road	Loader replacement	1	\$ 131,410.00	Neil McIsaac & Son	0.328	0.059	0.021	11/6/2013	Sonoma
15MOY1	Off-road	Loader replacement	2	\$ 99,970.00	Sanco Pipelines, Inc.	0.597	0.071	0.026	APCO	Santa Clara
15MOY22	Ag/ off-road	Tractor replacement	2	\$ 34,315.00	Oakview Vineyards, LLC	0.061	0.021	0.006	APCO	Napa
15MOY19	Ag/ off-road	Tractor replacement	1	\$ 30,952.00	Nord Vineyards, LLC	0.054	0.016	0.006	APCO	Napa
15MOY16	Ag/ off-road	Tractor replacement	3	\$ 70,895.00	TrioC Vineyards, LLC	0.218	0.042	0.014	APCO	Napa
15MOY12	Ag/ off-road	Tractor replacement	3	\$ 93,031.00	D'Ambrosio Brothers Investment Company (Vineyard)	0.247	0.063	0.023	APCO	Napa
14MOY47	Marine	Engine replacement	2	\$ 175,418.00	Roger Thomas, Vessel: "Salty Lady" (Charter fishing)	2.757	-0.039	0.110	12/18/2013	San Francisco
15MOY39	Ag/ off-road	Tractor replacement	1	\$ 133,545.00	Gregory Lyons (Lyons Farms)	0.398	0.053	0.018	12/18/2013	Contra Costa
15MOY43	Ag/ off-road	Tractor replacement	1	\$ 186,720.00	Morrison Chopping	1.306	0.136	0.047	12/18/2013	Sonoma
15MOY44	Ag/ off-road	Tractor replacement	1	\$ 120,910.00	DeBernardi Dairy, Inc.	0.581	0.072	0.028	12/18/2013	Sonoma
15MOY46	Ag/ off-road	Loader replacement	1	\$ 147,220.00	Roy King Dairy	1.002	0.122	0.041	12/18/2013	Sonoma
15MOY52	Ag/ off-road	Loader replacement	1	\$ 174,777.00	Mertens Dairy	0.880	0.111	0.043	12/18/2013	Sonoma

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
15MOY49	Agriculture	Irrigation pump engine replacement	3	\$ 114,442.00	C Mondavi and Sons, Inc.	0.333	0.055	0.020	12/18/2013	Napa
15MOY45	Ag/ off-road	Tractor replacement	1	\$ 97,355.00	Simoni & Massoni Farms	0.586	0.100	0.036	APCO	Contra Costa
15MOY35	Off-road	Excavator engine replacement and retrofit	1	\$ 74,785.00	Ferma Corporation	0.541	0.040	0.015	APCO	Alameda
15MOY34	Ag/ off-road	Tractor replacement	1	\$ 28,740.00	R. Rossi Co. (Farm)	0.144	0.024	0.009	APCO	San Mateo
15MOY47	Ag/ off-road	Tractor replacement	1	\$ 46,296.00	Ken Mazzetta (Mazzetta Dairy)	0.343	0.065	0.030	APCO	Sonoma
15MOY25	Ag/ off-road	Tractor replacement	1	\$ 28,592.00	J & M Ranch	0.236	0.041	0.015	APCO	Solano
15MOY7	Ag/ off-road	Tractor replacement	2	\$ 61,904.00	Green Island Vineyards, LLC	0.278	0.071	0.030	APCO	Napa
15MOY55	Ag/ off-road	Loader replacement	1	\$ 202,986.00	Sonoma Soil Builders, LLC	0.797	0.096	0.034	2/19/2014	Sonoma
15MOY5	Ag/ off-road	Tractor replacement	1	\$ 220,279.00	McClelland's Dairy	0.786	0.078	0.031	2/19/2014	Sonoma
15MOY18	Off-road	Airport ground support equipment	3	\$ 121,088.00	Southwest Airlines Co.	0.441	0.040	0.013	2/19/2014	Santa Clara
15MOY58	Ag/ off-road	Tractor replacement	19	\$ 610,091.00	Jackson FamilyWines, Inc.	1.761	0.389	0.124	2/19/2014	Sonoma
15MOY65	Ag/ off-road	Loader replacement	1	\$ 132,230.00	Robert McClelland Dairy	0.788	0.100	0.034	2/19/2014	Sonoma
15MOY72	Ag/ off-road	Tractor replacement	1	\$ 40,688.00	Robert J Camozzi II (Triple C Dairy)	0.193	0.037	0.017	APCO	Sonoma
15MOY56	Ag/ off-road	Tractor replacement	1	\$ 87,050.00	Pina Vineyard Management , LLC.	0.349	0.023	0.008	APCO	Napa
15MOY60	Ag/ off-road	Tractor replacement	1	\$ 34,103.00	Tri-Valley Vineyard Management Inc.	0.069	0.021	0.007	APCO	Sonoma
15MOY61	Ag/ off-road	Tractor replacement	2	\$ 87,900.00	Lanza Vineyards Inc.	0.226	0.042	0.013	APCO	Solano
15MOY59	Off-road	Loader replacement	1	\$ 92,920.00	American Soil Products, Inc.	0.481	0.078	0.027	APCO	Alameda
15MOY51	Marine	Engine replacement	1	\$ 46,630.00	Mark J. Meltzer (Commercial fisherman)	0.215	0.008	0.009	APCO	Santa Clara
15MOY38	Marine	Engine replacement	2	\$ 169,580.00	Yokomizo Sportfishing	2.147	-0.060	0.106	TBD	Alameda
15MOY69	Off-road	Backhoe replacement	1	\$ 57,780.00	EPS, Inc dba Express plumbing	0.254	0.046	0.021	APCO	San Mateo
15MOY78	Off-road	Backhoe replacement	1	\$ 31,800.00	Saint Francis Electric	0.134	0.024	0.011	APCO	Alameda
15MOY71	Marine	Engine replacement	4	\$ 238,110.00	Gregg Marine	1.596	0.022	0.060	TBD	Monterey
15MOY67	Ag/ off-road	Tractor replacement	1	\$ 61,958.00	F.A. Maggiore & Sons, LLC	0.382	0.066	0.024	APCO	Contra Costa
15MOY70	Ag/ off-road	Tractor replacement	1	\$ 44,592.00	Lee P Martinelli Ranches	0.168	0.028	0.010	APCO	Sonoma
15MOY73	Ag/ off-road	Tractor replacement	1	\$ 40,701.00	Groth Vineyards and Winery LLC	0.169	0.030	0.007	APCO	Napa
15MOY81	Ag/ off-road	Tractor replacement	3	\$ 109,734.00	F. Korb & Bros. Inc.	0.267	0.057	0.027	TBD	Sonoma
15MOY82	Ag/ off-road	Tractor replacement	1	\$ 39,000.00	Thomson Vineyards LLC	0.102	0.020	0.006	APCO	Napa
15MOY106	Ag/ off-road	Tractor replacement	1	\$ 112,586.00	Fiorio Farm, Inc.	0.389	0.050	0.019	TBD	San Mateo
15MOY84	Ag/ off-road	Tractor replacement	3	\$ 187,661.00	Jacobsen Ranches, Inc.	1.303	0.193	0.070	TBD	Sonoma
15MOY86	Ag/ off-road	Tractor replacement	1	\$ 28,674.00	Stephen P & Gwen P Hill DBA / Parmelee - Hill Vineyards	0.069	0.014	0.005	APCO	Sonoma
15MOY87	Ag/ off-road	Tractor replacement	11	\$ 311,463.00	Oak Knoll Farming Corp.	1.013	0.229	0.089	TBD	Napa
15MOY62	Off-road	Excavator replacement	1	\$ 162,365.00	Noah Concrete Corporation	1.729	0.179	0.063	TBD	Santa Clara
15MOY92	Ag/ off-road	Loader replacement	1	\$ 149,685.00	Joseph Camozzi Dairy	1.062	0.148	0.053	TBD	Sonoma
15MOY93	Ag/ off-road	Tractor replacement	1	\$ 102,667.00	Ernest Nunes (Farmer)	0.783	0.078	0.030	TBD	Sonoma

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
15MOY95	Ag/ off-road	Tractor replacement	1	\$ 35,304.00	Moretti Family Dairy	0.133	0.024	0.009	APCO	Sonoma
15MOY98	Ag/ off-road	Tractor replacement	5	\$ 159,337.00	Lanza Vineyards, Inc.	0.518	0.103	0.030	TBD	Solano
15MOY103	Ag/ off-road	Tractor replacement	4	\$ 119,862.00	Renteria Vineyard Management LLC	0.453	0.107	0.037	TBD	Napa
15MOY75	Ag/ off-road	Tractor replacement	4	\$ 157,745.00	Sinskey Vineyards, Inc., dba Robert Sinskey Vineyards	0.396	0.093	0.028	TBD	Napa
15MOY113	Ag/ off-road	Loader replacement	1	\$ 147,220.00	Morrison Chopping	0.717	0.123	0.044	TBD	Sonoma
15MOY101	Off-road	Loader replacement	3	\$ 291,095.00	S.E.G Trucking	1.506	0.241	0.084	TBD	Contra Costa
15MOY68	Ag/ off-road	Tractor replacement	1	\$ 177,555.00	Dwellely Family Farms, LLC	0.765	0.043	0.013	TBD	Contra Costa
15MOY85	Ag/ off-road	Tractor replacement	2	\$ 72,982.00	Dutton Ranch corp.	0.144	0.042	0.014	APCO	Sonoma
15MOY76	Ag/ off-road	Tractor replacement	2	\$ 69,129.00	Robert Giacomini Dairy, Inc.	0.235	0.032	0.014	APCO	Marin
15MOY77	Marine	Engine replacement	2	\$ 66,900.00	Inspiration, Inc. (Commercial fisherman)	0.227	-0.004	0.009	APCO	Napa
15MOY88	Ag/ off-road	Tractor replacement	2	\$ 69,600.00	Frog's Leap Winery	0.206	0.045	0.011	APCO	Napa
15MOY102	Ag/ off-road	Tractor replacement	1	\$ 37,195.00	Careros Vineyard Management LLC	0.098	0.021	0.005	APCO	Sonoma
VIP139	VIP	Truck Replacement	1	\$ 30,000.00	Donald Lee Holmes	0.608	0.009	0.000	APCO	San Benito
VIP140	VIP	Truck Replacement	1	\$ 30,000.00	Nikolas Carasis	0.606	0.020	0.000	APCO	Contra Costa
VIP142	VIP	Truck Replacement	1	\$ 45,000.00	Forward Intermodal Systems, Inc.	0.905	0.013	0.000	APCO	San Francisco
VIP143	VIP	Truck Replacement	1	\$ 30,000.00	Galante Brothers	0.606	0.020	0.000	APCO	Santa Clara
VIP144	VIP	Truck Replacement	1	\$ 45,000.00	Zeisher Trucking Service, Inc.	0.905	0.013	0.000	APCO	San Joaquin
VIP145	VIP	Truck Replacement	1	\$ 45,000.00	San Miguel Transportation, Inc.	0.905	0.013	0.000	APCO	Sonoma
VIP146	VIP	Truck Replacement	1	\$ 40,000.00	Jaspal Singh	0.802	0.027	0.000	APCO	Alameda
VIP147	VIP	Truck Replacement	1	\$ 45,000.00	Jose E. Mejia	0.905	0.013	0.000	APCO	Santa Clara
VIP148	VIP	Truck Replacement	1	\$ 35,000.00	Raphelle Gabriel	0.702	0.010	0.000	APCO	San Mateo
VIP149	VIP	Truck Replacement	1	\$ 45,000.00	Tuan Q. Luu	0.905	0.013	0.000	APCO	Santa Clara
VIP150	VIP	Truck Replacement	1	\$ 25,000.00	Surdeep Singh DBA Arjan Transport	0.513	0.008	0.000	APCO	Solano
VIP151	VIP	Truck Replacement	1	\$ 45,000.00	Eugene R. Oliverio	0.905	0.013	0.000	APCO	Santa Clara
VIP152	VIP	Truck Replacement	1	\$ 35,000.00	Devinder Singh Nagra	0.702	0.010	0.000	APCO	Santa Clara
VIP153	VIP	Truck Replacement	1	\$ 40,000.00	Dong V. Le	0.811	0.012	0.000	APCO	Alameda
VIP154	VIP	Truck Replacement	1	\$ 35,000.00	Harjinder Singh Shergill	0.700	0.013	0.000	APCO	Sacramento
VIP155	VIP	Truck Replacement	1	\$ 45,000.00	Brian Scott Price	0.905	0.013	0.000	APCO	Salinas
VIP156	VIP	Truck Replacement	1	\$ 45,000.00	Dennis C. Leavitt Jr.	0.905	0.013	0.000	APCO	Alameda
VIP157	VIP	Truck Replacement	1	\$ 30,000.00	Calstone Co.	0.603	0.013	0.000	APCO	Santa Clara
VIP158	VIP	Truck Replacement	1	\$ 35,000.00	Manuel Gambao DBA MG Trucking	0.706	0.011	0.000	APCO	Riverside
VIP159	VIP	Truck Replacement	1	\$ 35,000.00	Lestor Jackson	0.706	0.011	0.000	APCO	Alameda
VIP160	VIP	Truck Replacement	1	\$ 45,000.00	Sanh Nguyen	0.905	0.013	0.000	APCO	Alameda
VIP161	VIP	Truck Replacement	1	\$ 35,000.00	Ruben Tinoco Rivera	0.706	0.011	0.000	APCO	Salinas

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
VIP162	VIP	Truck Replacement	1	\$ 25,000.00	Emilio Venegas	0.513	0.008	0.000	APCO	San Joaquin
VIP163	VIP	Truck Replacement	1	\$ 20,000.00	EXLS / Ultra Labs, Inc.	0.405	0.006	0.000	APCO	Alameda
VIP164	VIP	Truck Replacement	1	\$ 45,000.00	Ernesto Q. Tejada	0.905	0.013	0.000	APCO	Santa Clara
VIP165	VIP	Truck Replacement	1	\$ 20,000.00	Harkewal Singh Bhuller	0.402	0.006	0.000	APCO	Alameda
VIP166	VIP	Truck Replacement	1	\$ 45,000.00	M/M Feed	0.814	0.018	0.000	APCO	Mendocino
VIP167	VIP	Truck Replacement	1	\$ 35,000.00	Joseph Michael Velardi	0.702	0.010	0.000	APCO	Contra Costa
VIP168	VIP	Truck Replacement	1	\$ 40,000.00	Matthew P. Crowley	0.814	0.018	0.000	APCO	Monterey
VIP169	VIP	Truck Replacement	1	\$ 45,000.00	Matthew J. Domler	0.905	0.013	0.000	APCO	Solano
VIP170	VIP	Truck Replacement	1	\$ 15,000.00	Michael J. Haye	0.309	0.007	0.000	APCO	San Mateo
VIP171	VIP	Truck Replacement	1	\$ 35,000.00	Hydra Reload Inc. / Kellogg Distribution	0.702	0.010	0.000	APCO	Sacramento
VIP172	VIP	Truck Replacement	1	\$ 35,000.00	Kellogg Distribution Inc.	0.702	0.010	0.000	APCO	Sacramento
VIP173	VIP	Truck Replacement	1	\$ 45,000.00	Elliott Louis Nurse	0.905	0.013	0.000	APCO	Monterey
VIP174	VIP	Truck Replacement	1	\$ 30,000.00	Gary Lee Schultz	0.606	0.020	0.000	APCO	Santa Clara
VIP175	VIP	Truck Replacement	1	\$ 45,000.00	Abdul Naik	0.905	0.013	0.000	APCO	Alameda
VIP176	VIP	Truck Replacement	1	\$ 45,000.00	Rene Alphonse LaChance	0.905	0.013	0.000	APCO	Tehama
VIP177	VIP	Truck Replacement	1	\$ 35,000.00	Luis R. Gomez	0.692	0.025	0.000	APCO	Solano
VIP178	VIP	Truck Replacement	1	\$ 45,000.00	Carl Joseph Johnson DBA Viking Transport	0.905	0.013	0.000	APCO	Santa Cruz
VIP179	VIP	Truck Replacement	1	\$ 45,000.00	Tim Amaro	0.900	0.030	0.000	APCO	Santa Clara
VIP181	VIP	Truck Replacement	1	\$ 10,000.00	Saraoni Food Service	0.143	0.002	0.003	APCO	Contra Costa
VIP182	VIP	Truck Replacement	1	\$ 35,000.00	Jaime Rameriz	0.702	0.01	0.000	APCO	Santa Clara
VIP183	VIP	Truck Replacement	1	\$ 45,000.00	Pleasanton Trucking, Inc.	0.905	0.013	0.000	APCO	Contra Costa
VIP184	VIP	Truck Replacement	1	\$ 15,000.00	Michael L. Nelson	0.311	0.011	0.000	APCO	Solano
VIP185	VIP	Truck Replacement	1	\$ 35,000.00	Manuel Curiel	0.700	0.013	0.000	APCO	Yuba
VIP186	VIP	Truck Replacement	1	\$ 35,000.00	Kamaljit Singh Nanra	0.702	0.010	0.000	APCO	Alameda
VIP187	VIP	Truck Replacement	1	\$ 40,000.00	Menne Ranch Hay, Inc.	0.811	0.012	0.000	APCO	Siskiyou
VIP188	VIP	Truck Replacement	1	\$ 45,000.00	Phillip Jon Medina DBA PM Trans	0.905	0.013	0.000	APCO	Santa Clara
VIP189	VIP	Truck Replacement	1	\$ 35,000.00	Rakesh Singh	0.700	0.013	0.000	APCO	Sacramento
VIP190	VIP	Truck Replacement	1	\$ 35,000.00	Jorge A. Ramirez	0.700	0.013	0.000	APCO	Yolo
VIP191	VIP	Truck Replacement	1	\$ 20,000.00	Fernando Almaraz/ Isaura Medrano	0.277	0.003	0.007	APCO	Alameda
VIP192	VIP	Truck Replacement	1	\$ 45,000.00	J/F Transport, LLC	0.905	0.013	0.000	APCO	Yolo
VIP193	VIP	Truck Replacement	1	\$ 40,000.00	Patricia Priestley Sanchez	0.811	0.012	0.000	APCO	Santa Clara
VIP195	VIP	Truck Replacement	1	\$ 35,000.00	J/H Trucking	0.702	0.010	0.000	APCO	Yolo
VIP196	VIP	Truck Replacement	1	\$ 10,000.00	Phillip Bettney Trucking, Inc.	0.203	0.003	0.000	APCO	San Francisco
VIP197	VIP	Truck Replacement	1	\$ 20,000.00	Juan Jose Macias	0.405	0.006	0.000	APCO	Santa Clara
VIP198	VIP	Truck Replacement	1	\$ 45,000.00	Jesus Garcia	0.898	0.020	0.000	APCO	Santa Clara
VIP199	VIP	Truck Replacement	1	\$ 45,000.00	Dhirendra Singh	0.905	0.013	0.000	APCO	Alameda

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
VIP200	VIP	Truck Replacement	1	\$ 45,000.00	Balwinder Singh	0.898	0.020	0.000	APCO	Santa Clara
VIP201	VIP	Truck Replacement	1	\$ 40,000.00	ACP Concrete Pumping, Inc.	0.811	0.012	0.000	APCO	San Benito
VIP202	VIP	Truck Replacement	1	\$ 45,000.00	PumpIt, Inc.	0.905	0.013	0.000	APCO	Sonoma
VIP203	VIP	Truck Replacement	1	\$ 35,000.00	Road Runner Mobile Truck Repair, Inc.	0.476	0.005	0.012	APCO	Solano
VIP204	VIP	Truck Replacement	1	\$ 30,000.00	Road Runner Mobile Truck Repair, Inc.	0.610	0.007	0.000	APCO	Solano
VIP205	VIP	Truck Replacement	1	\$ 10,000.00	Robert Guck / Raymond Guck	0.200	0.004	0.000	APCO	Napa
VIP206	VIP	Truck Replacement	1	\$ 35,000.00	Javier DeLaTorre or Jose DeLaTorre DBA DeLaTorre Landscaping	0.702	0.010	0.000	APCO	Yolo
VIP207	VIP	Truck Replacement	1	\$ 45,000.00	Joseph Jensen	0.905	0.013	0.000	APCO	Sonoma
VIP208	VIP	Truck Replacement	1	\$ 45,000.00	Harjit Singh	0.905	0.013	0.000	APCO	Placer
VIP209	VIP	Truck Replacement	1	\$ 45,000.00	Nicolas Gonzalez Vargas	0.905	0.013	0.000	APCO	Sacramento
VIP210	VIP	Truck Replacement	1	\$ 35,000.00	Joe Parra	0.700	0.013	0.000	APCO	Santa Clara
VIP211	VIP	Truck Replacement	1	\$ 35,000.00	Gurdip Singh	0.702	0.010	0.000	APCO	Contra Costa
VIP212	VIP	Truck Replacement	1	\$ 10,000.00	Bonhams / Butterfields	0.135	0.002	0.004	APCO	San Francisco
VIP213	VIP	Truck Replacement	1	\$ 40,000.00	Tarsem Singh Barsa	0.811	0.012	0.000	APCO	Santa Clara
VIP214	VIP	Truck Replacement	1	\$ 35,000.00	Jasbir S. Sindra	0.706	0.011	0.000	APCO	Santa Clara
VIP215	VIP	Truck Replacement	1	\$ 30,000.00	Julio Cesar Perez	0.600	0.011	0.000	APCO	Alameda
VIP216	VIP	Truck Replacement	1	\$ 30,000.00	EMS Services, Inc.	0.610	0.007	0.000	APCO	Alameda
VIP217	VIP	Truck Replacement	1	\$ 45,000.00	Terry Mallery DBA Lassen Rents	0.905	0.013	0.000	APCO	Lassen
VIP218	VIP	Truck Replacement	1	\$ 20,000.00	Tou Bar Equipment, Inc.	0.409	0.014	0.000	APCO	San Mateo
VIP219	VIP	Truck Replacement	1	\$ 45,000.00	Victor Munoz Jr.	0.900	0.030	0.000	APCO	Santa Clara
VIP220	VIP	Truck Replacement	1	\$ 25,000.00	David John Grob	0.500	0.014	0.000	APCO	Contra Costa
VIP221	VIP	Truck Replacement	1	\$ 30,000.00	Bruce Campbell Sand / Gravel, Inc.	0.608	0.009	0.000	APCO	Orange
VIP222	VIP	Truck Replacement	1	\$ 35,000.00	Dhirendra Kumar Shukla	0.700	0.013	0.000	APCO	Sacramento
VIP223	VIP	Truck Replacement	1	\$ 30,000.00	Frankie Rodriguez	0.600	0.011	0.000	APCO	Alameda
VIP224	VIP	Truck Replacement	1	\$ 35,000.00	Jasbir Singh Dhillon	0.692	0.025	0.000	APCO	Alameda
VIP225	VIP	Truck Replacement	1	\$ 20,000.00	Columbus Manufacturing, Inc.	0.405	0.006	0.000	APCO	Alameda
VIP226	VIP	Truck Replacement	1	\$ 40,000.00	Harvinder S. Gill	0.804	0.013	0.000	APCO	Alameda
VIP227	VIP	Truck Replacement	1	\$ 35,000.00	Reden Roasa	0.702	0.010	0.000	APCO	Alameda
VIP228	VIP	Truck Replacement	1	\$ 35,000.00	Juan Carlos Cortes	0.706	0.011	0.000	APCO	Solano
VIP229	VIP	Truck Replacement	1	\$ 35,000.00	Gurmeet Singh	0.700	0.013	0.000	APCO	San Joaquin
VIP230	VIP	Truck Replacement	1	\$ 15,000.00	MK Pipelines, Inc.	0.311	0.011	0.000	APCO	San Francisco
VIP231	VIP	Truck Replacement	1	\$ 20,000.00	Bauer Transportation Systems, Inc.	0.405	0.006	0.000	APCO	San Mateo
VIP232	VIP	Truck Replacement	1	\$ 40,000.00	Philip August Rancatore	0.802	0.027	0.000	APCO	San Francisco
VIP233	VIP	Truck Replacement	1	\$ 35,000.00	David M. Blair	0.702	0.010	0.000	APCO	San Joaquin
VIP234	VIP	Truck Replacement	1	\$ 30,000.00	Francisco Munoz	0.600	0.011	0.000	APCO	Alameda

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
VIP235	VIP	Truck Replacement	1	\$ 20,000.00	Darin Muneno	0.409	0.014	0.000	APCO	San Mateo
VIP236	VIP	Truck Replacement	1	\$ 25,000.00	Gurdeep Singh Johal	0.513	0.008	0.000	APCO	San Joaquin
VIP238	VIP	Truck Replacement	1	\$ 45,000.00	Ryan Baltazar	0.905	0.013	0.000	APCO	Solano
VIP239	VIP	Truck Replacement	1	\$ 45,000.00	Mendocino Leasing Co., Inc.	0.865	0.013	0.000	APCO	Mendocino
VIP240	VIP	Truck Replacement	1	\$ 10,000.00	Sunnyvale Trading Co.	0.143	0.002	0.003	APCO	Alameda
VIP241	VIP	Truck Replacement	1	\$ 15,000.00	Clarks Septic Service, LLC.	0.309	0.004	0.000	APCO	Stanislaus
VIP242	VIP	Truck Replacement	1	\$ 40,000.00	Menne Ranch Hay Inc.	0.789	0.006	0.000	APCO	Siskiyou
VIP243	VIP	Truck Replacement	1	\$ 40,000.00	Mendocino Leasing Co.	0.770	0.011	0.000	APCO	Mendocino
VIP244	VIP	Truck Replacement	1	\$ 35,000.00	Wild Oak Dairy, Inc.	0.682	0.008	0.000	APCO	Sonoma
VIP245	VIP	Truck Replacement	1	\$ 25,000.00	Agriculture and Land Based Training	0.333	0.004	0.008	APCO	Salinas
VIP246	VIP	Truck Replacement	1	\$ 45,000.00	Jagpal Singh	0.870	0.019	0.000	APCO	Stanislaus
178 Projects			253	\$ 14,282,025.00		124.626	7.551	2.706		

Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 5/6/14

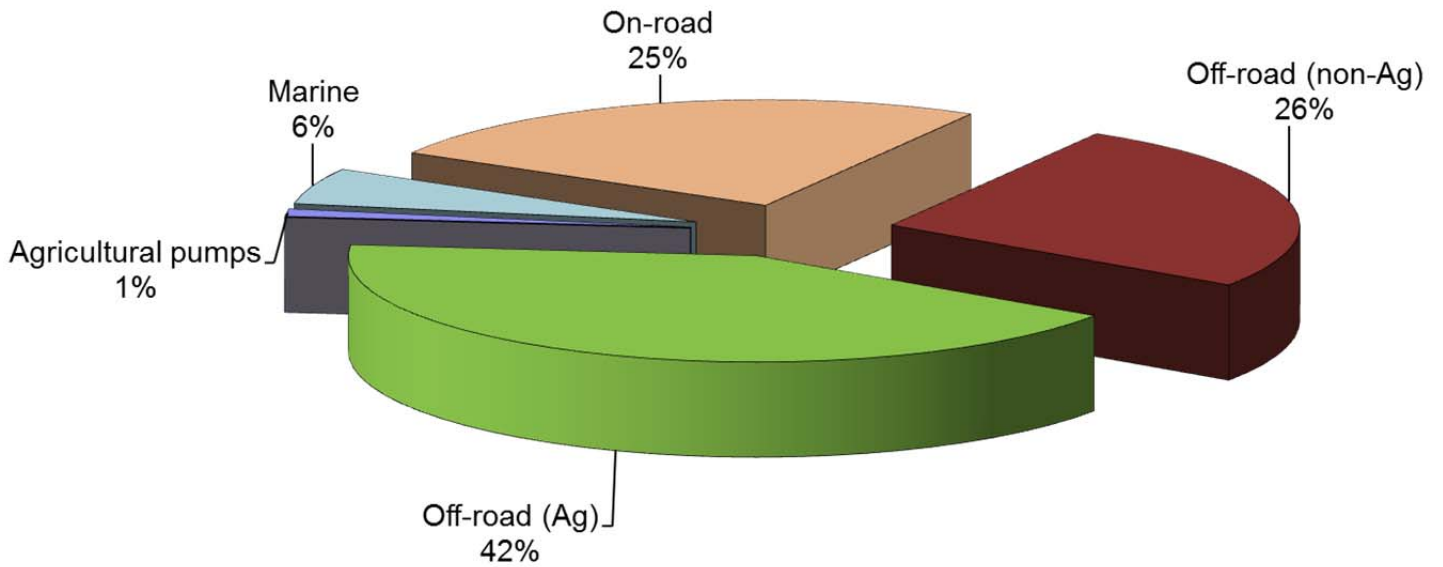
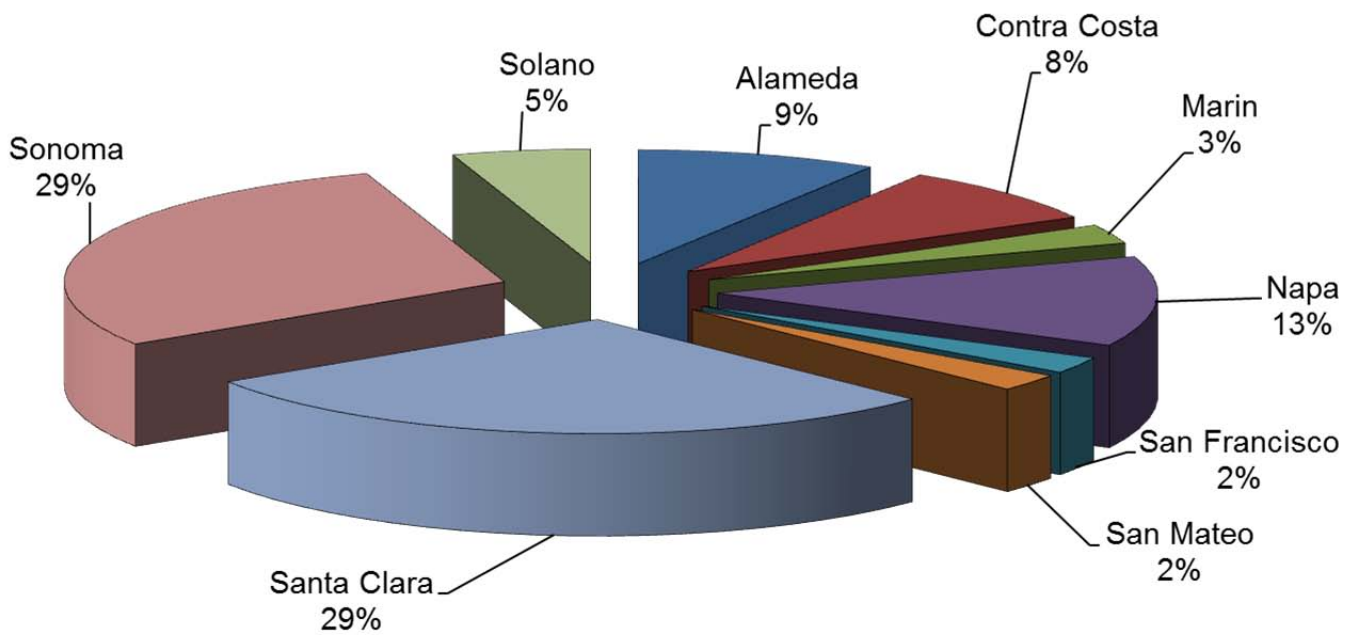


Figure 2: CMP/ MSIF Funding Distribution by County as of 5/6/14



AGENDA 4 - ATTACHMENT 3

Figure 3: CMP, MSIF, and VIP funding for Years 11-15 by equipment category

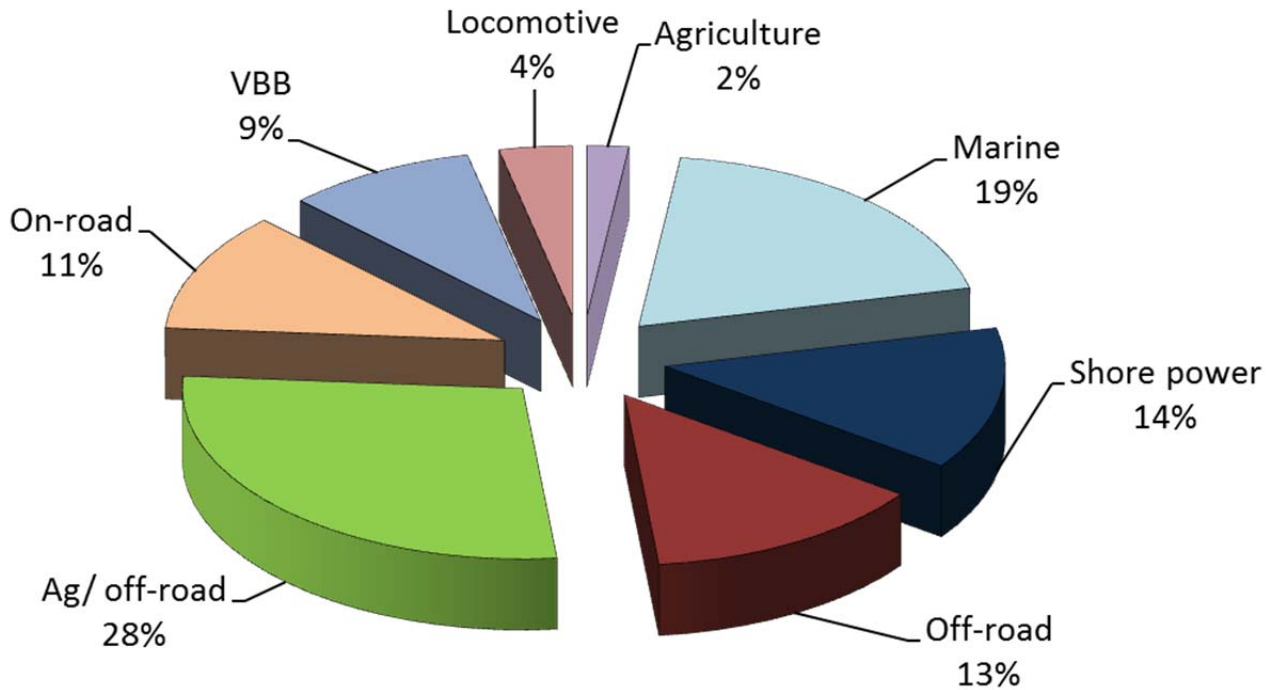
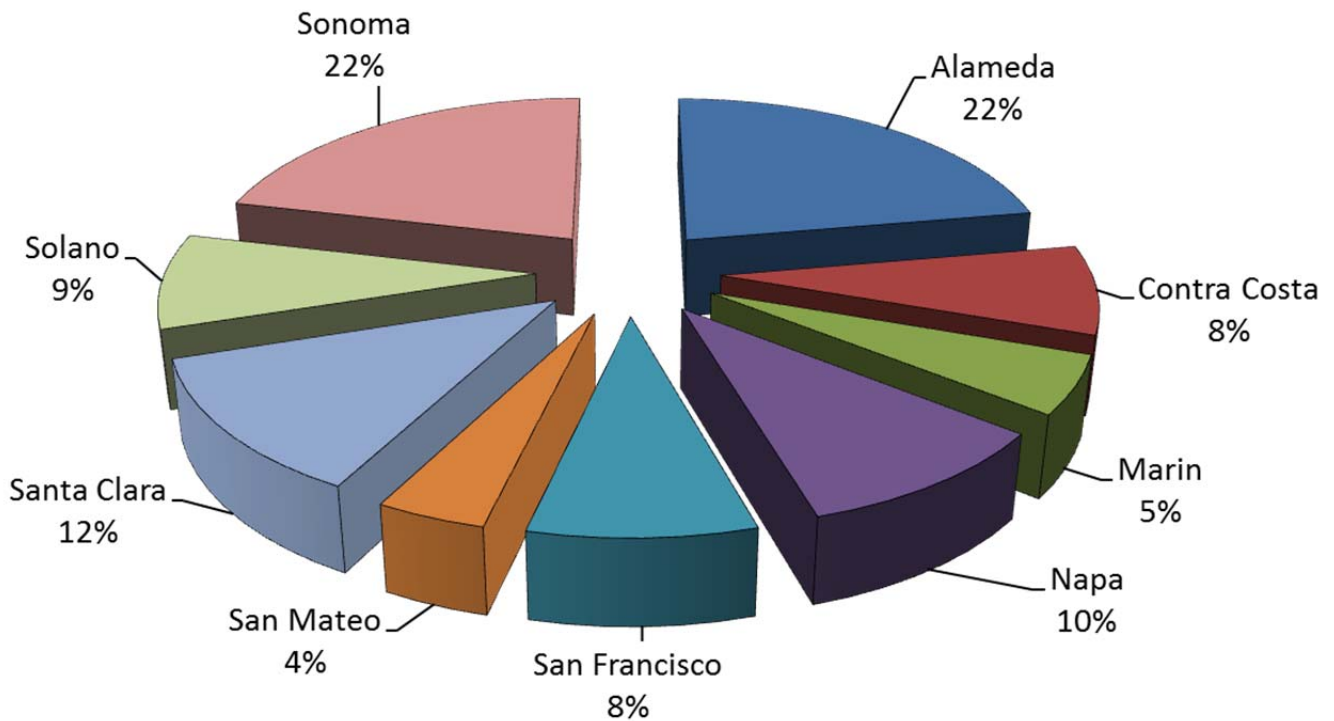


Figure 4: CMP, MSIF, and VIP funding for Years 11-15 by county



AGENDA 4 - ATTACHMENT 4

Summary of all TFCA projects (As of 5/6/14)

Project #	Equipment category	Project type	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Boad approval date	County
					NO _x	ROG	PM		
14R07	Shuttles	City of Oakland Broadway Shuttle	\$ 219,518.00	City of Oakland	0.58	0.68	0.67	3/19/14	Alameda
14R08	Shuttles	PresidioGo Downtown Shuttle	\$ 100,000.00	Presidio Trust	0.22	0.35	0.32	3/19/14	San Francisco
14R09	Shuttles	Bay Fair BART Shuttle	\$ 16,400.00	Alameda County	0.02	0.04	0.04	3/19/14	Alameda
14R11	Shuttles	Commuter Shuttle	\$ 143,520.00	The City of Richmond	0.35	0.34	0.34	3/19/14	Contra Costa
14R12	Shuttles	Shuttle/Feeder Bus	\$ 50,600.00	Altamont Corridor Express	0.23	0.33	0.41	3/19/14	Alameda
14R13	Shuttles	82X Levi Express Shuttle	\$ 122,000.00	San Francisco Municipal Transportation Agency (SFMTA)	0.42	0.64	0.92	3/19/14	San Francisco
14R14	Shuttles	Caltrain Shuttle Program	\$ 1,000,000.00	Peninsula Corridor Joint Powers Board	4.95	4.87	5.33	3/19/14	San Mateo
14R16	Shuttles	ACE Shuttle Bus Program	\$ 960,000.00	Santa Clara Valley Transportation Authority	2.48	2.2	2.61	3/19/14	Santa Clara
14R17	Shuttles	511 Rideshare Program	\$ 1,000,000.00	Metropolitan Transportation Commission	9.48	10.42	11.33	3/19/14	REGIONAL
14R18	Shuttles	SJSU Ridesharing & Trip Reduction	\$ 120,000.00	Associated Students, San Jose State University	1.88	1.87	1.81	3/19/14	Santa Clara
13BR001	Bicycle Rack Voucher	Purchase of nine (9) bicycle racks	\$ 1,080.00	Dougherty Elementary School	N/A			APCO	Alameda
13BR002	Bicycle Rack Voucher	Purchase of three (3) bicycle racks	\$ 720.00	Old Mill School	N/A			APCO	Marin
13BR003	Bicycle Rack Voucher	Purchase of six (6) bicycle racks	\$ 2,160.00	Reed Union School District	N/A			APCO	Marin
13BR004	Bicycle Rack Voucher	Purchase of thirty-five (35) bicycle racks	\$ 4,200.00	Sausalito Marin City School District	N/A			APCO	Marin
13BR005	Bicycle Rack Voucher	Purchase of ten (10) bicycle racks	\$ 2,400.00	Tamalpais Valley School	N/A			APCO	Marin
13BR006	Bicycle Rack Voucher	Purchase of sixty-eight (68) bicycle racks	\$ 7,812.57	City of Emeryville	N/A			APCO	Alameda
13BR007	Bicycle Rack Voucher	Purchase of ninety-nine (99) bicycle racks	\$ 11,880.00	Tamalpais High School	N/A			APCO	Marin
13BR008	Bicycle Rack Voucher	Purchase of thirty (30) bicycle racks	\$ 3,433.50	Town of Fairfax	N/A			APCO	Marin
13BR009	Bicycle Rack Voucher	Purchase of twenty-two (22) bicycle racks	\$ 2,640.00	Town of Yountville	N/A			APCO	Napa
13BR010	Bicycle Rack Voucher	Purchase of thirty-two (32) bicycle racks	\$ 3,840.00	City of Burlingame-Engineering Division	N/A			APCO	San Mateo
13BR011	Bicycle Rack Voucher	Purchase of twenty-nine (29) bicycle racks	\$ 3,283.62	City of Piedmont	N/A			APCO	Alameda
13BR012	Bicycle Rack Voucher	Purchase of nine (9) bicycle racks	\$ 1,080.00	Town of Corte Madera	N/A			APCO	Marin
13BR013	Bicycle Rack Voucher	Purchase of forty-nine (49) bicycle racks	\$ 11,760.00	Terman Middle School	N/A			APCO	Santa Clara
13BR014	Bicycle Rack Voucher	Purchase of hundred (100) bicycle racks	\$ 12,000.00	University of California San Francisco Medical Center	N/A			APCO	San Francisco
13BR015	Bicycle Rack Voucher	Purchase of fifty-six (56) bicycle racks	\$ 6,720.00	Larkspur-Corte Madera School District	N/A			APCO	Marin
13BR016	Bicycle Rack Voucher	Purchase of fifteen (15) bicycle racks	\$ 1,800.00	City of Petaluma	N/A			APCO	Sonoma
13BR017	Bicycle Rack Voucher	Purchase of seven (7) bicycle racks	\$ 1,680.00	Fremont Unified School District	N/A			APCO	Alameda
13BR018	Bicycle Rack Voucher	Purchase of five (5) bicycle racks	\$ 600.00	Walter T. Helms Middle School	N/A			APCO	Contra Costa
13BR019	Bicycle Rack Voucher	Purchase of eight (8) bicycle racks	\$ 960.00	Town of Corte Madera	N/A			APCO	Marin
13BR020	Bicycle Rack Voucher	Purchase of six (6) bicycle racks	\$ 2,760.00	Burlingame School District	N/A			APCO	San Mateo
13BR021	Bicycle Rack Voucher	Purchase of twenty-five (25) bicycle racks	\$ 2,929.38	Alameda County General Services Agency	N/A			APCO	Alameda
13BR022	Bicycle Rack Voucher	Purchase of one (1) bicycle racks	\$ 360.00	City of Morgan Hill	N/A			APCO	Santa Clara
13BR023	Bicycle Rack Voucher	Purchase of sixty-five (65) bicycle racks	\$ 7,800.00	San Jose Community College	N/A			APCO	Santa Clara
N/A	Bikeshare	3 stations and ~30 bicycles for Redwood City	\$ 140,000.00	Bay Area Bike Share	N/A			6/5/13	San Mateo

Project #	Equipment category	Project type	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Boad approval date	County
					NO _x	ROG	PM		
N/A	Bikeshare	15 stations and ~150 bicycles for San Francisco	\$ 700,000.00	Bay Area Bike Share	N/A			6/5/13	San Francisco
N/A	Bikeshare	12 stations and ~120 bicycles for San Jose, Mountain View, and Palo Alto	\$ 560,000.00	Bay Area Bike Share	N/A			6/5/13	Santa Clara
36 Projects			\$ 5,225,937.07		20.61	21.74	23.78		

AGENDA 4 - ATTACHMENT 5

Figure 1: TFCA FYE 2014 Funding

(Funds available for award, funds awarded, and funds in process of award by Program)

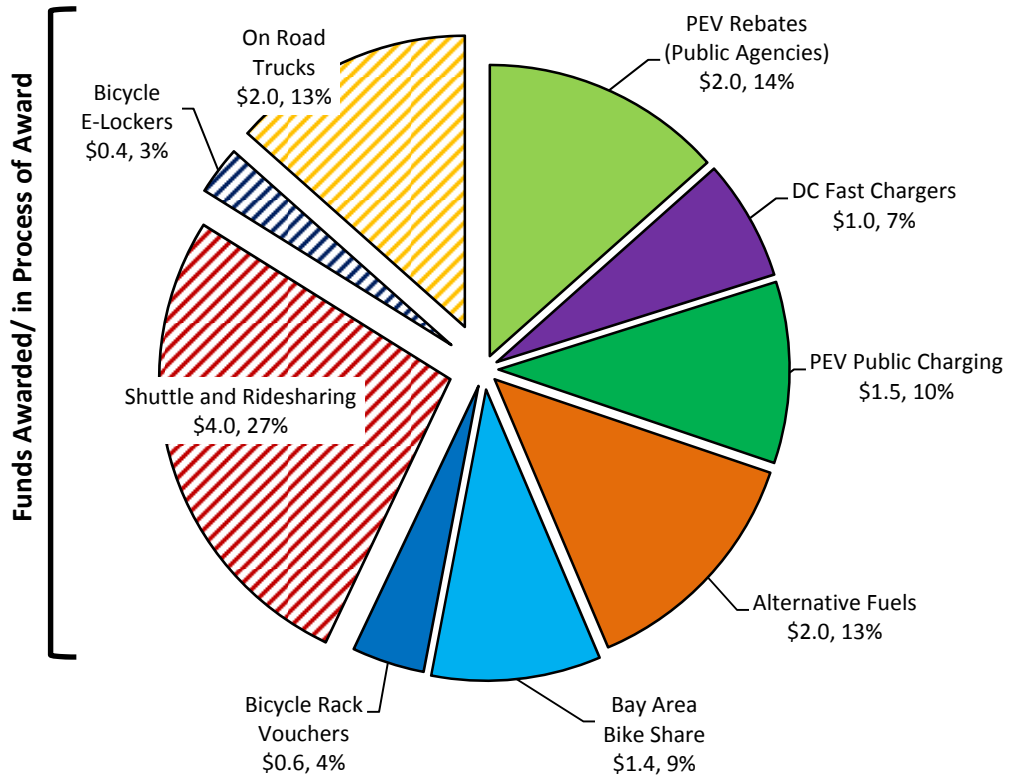
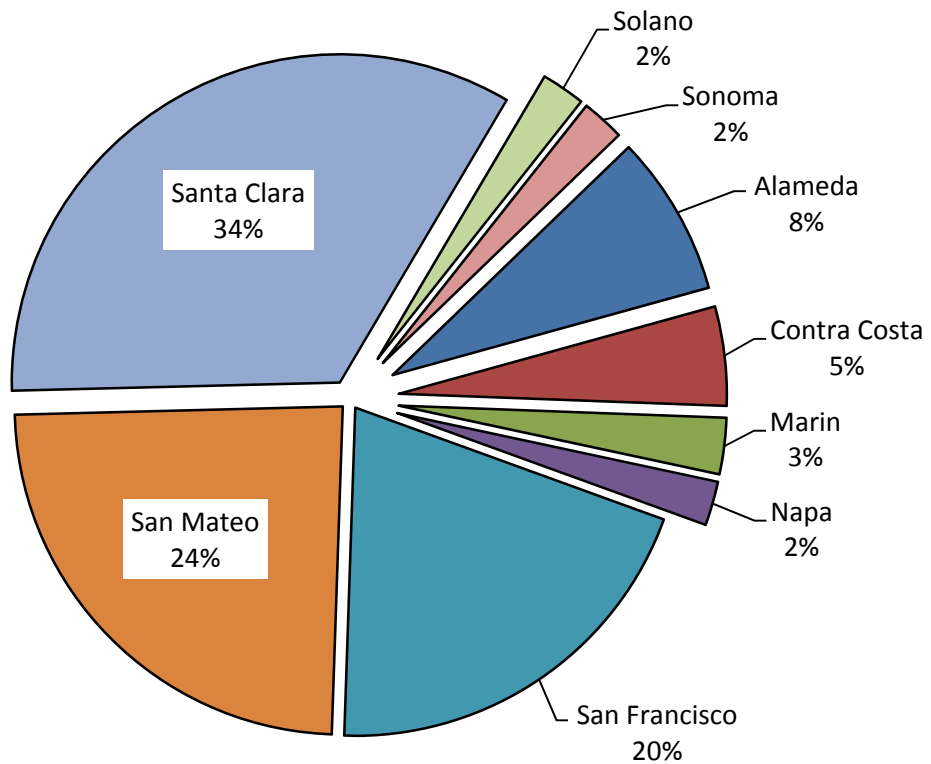


Figure 2: TFCA FYE 2014 Funding Awarded through 5/6/14 by County



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Haggerty and
Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 22, 2013

Re: Transportation Fund for Clean Air (TFCA) Regional Fund Policies and
Evaluation Criteria for Fiscal Year Ending (FYE) 2015

RECOMMENDED ACTIONS:

Recommend Board of Directors:

1. Approve the proposed FYE 2015 TFCA Regional Fund Policies and Evaluation Criteria (FYE 2015 Policies) presented in Attachment A.

BACKGROUND

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

Sixty percent (60%) of TFCA funds are awarded directly by the Air District. Portions of this funding are allocated to the Air District Board of Directors (Board) approved eligible programs implemented directly by the Air District, including the Smoking Vehicle Program, the Spare the Air Program, and the Enhanced Enforcement Project. The remainder of the funding is allocated to the TFCA Regional Fund Program, which is governed by Board-adopted policies and evaluation criteria. In this report, staff will propose minor changes to the general policies for the TFCA Regional Fund Program for FYE 2015 as well as policies for shuttle/feeder bus service, regional ridesharing, and electronic bicycle locker projects for the Committee's consideration.

Per Board direction on December 16, 2009, the Executive Officer/APCO will continue to execute Grant Agreements with individual grant award amounts up to \$100,000 for projects that meet the respective governing policies and guidelines. TFCA Regional Fund projects with grant award amounts over \$100,000 will continue to be brought to the Committee for consideration at least on a quarterly basis.

DISCUSSION

Proposed Policies

The proposed FYE 2015 TFCA Regional Fund Policies include project-specific policies that would apply to shuttle/feeder bus service, regional ridesharing, electronic bicycle locker projects, on-road truck replacement projects, as well as general policies that are applicable to all TFCA Regional Fund project types. Attachment A contains the proposed Policies for FYE 2015 and Attachment B shows the changes between the Board-adopted FYE 2014 Policies and the proposed FYE 2015 Policies.

The proposed revisions to the TFCA Regional Fund Policies and Evaluation Criteria for FYE 2015 include:

- New requirements for Shuttle/Feeder bus services: 1) all applicants must provide a 5-year plan for financing the service (Policies #27f & #28c), and 2) pilot services must provide a letter from the local transit agency that demonstrates the applicant has attempted to coordinate service (Policy #28b);
- Clarification of prior requirements: 1) explicit definition of duplication for Shuttle/Feeder Bus Services (Policy #27d); 2) inclusion of language that specifies that service must be open to the public (Policy #27c),
- Changes to cost-effectiveness limits for Pilot Shuttle/Feeder bus services in Priority Development Areas (PDAs) and an increase to the cost effectiveness limits of both Existing and Pilot Shuttle/Feeder bus services;
- An inclusion of Episodic Areas as part of the evaluation process for Shuttle/Feeder bus services; and
- Minor text additions and grammatical/formatting changes to increase clarity.

Outreach

On March 26, 2014, the Air District opened the public comment period for the proposed FYE 2015 Policies. The process was advertised via the Air District's TFCA grants email notification system and the proposed policies were posted on the Air District's website. The Air District received eight sets of comments by the close of the comment period on April 21, 2014. In addition, the Air District held a stakeholder workshop meeting on April 2, 2014, that was attended by 20 individuals (3 in-person and 17 via webinar). Attachment C provides a listing of the eight sets of public comments received by April 21, 2014 along with staff's responses.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None.

The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA Regional Fund program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Kenneth Mak
Reviewed by: Karen Schkolnick

- Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2015
- Attachment B: Redlined Version Showing Changes Between Board-adopted FYE 2014 and Proposed FYE 2015 TFCA Regional Fund Policies and Evaluation Criteria (Informational Item)
- Attachment C: Comments Received and Staff Responses to Proposed FYE 2015 Policies (Informational Item)

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2015

The following policies apply to the Transportation Fund for Clean Air (TFCA) Regional Fund.

BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 2015.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations both a) at the time the Air District Board of Directors approves a funding allocation and b) at the time the Air District executes the project’s funding agreement.

Under certain circumstances following approval of the project by the Board of Directors, the Air District may approve modifications of the approved project or of the terms of the grant agreement. The Air District will evaluate whether the proposed modification will reduce the amount of emissions the originally-approved project was designed to achieve, will negatively affect the cost-effectiveness of the project, or will otherwise render the project ineligible (“major modification”). The Air District may approve the proposed major modification if the Air District determines that the project, as modified, will continue to achieve surplus emission reductions, based on the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed modification. The Air District may approve minor modifications, such as to correct mistakes in the grant agreement or to change the grantee, without a re-evaluation of the proposed modification in light of the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed minor modification.

2. **TFCA Cost-Effectiveness:** Unless otherwise noted below, projects must not exceed a cost-effectiveness (C-E) of \$90,000 per ton. Cost-effectiveness is based on the ratio of TFCA-generated funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀) reduced (\$/ton).

Certain project categories further specify the eligible funding amount per item (for example, \$/vehicle) which is based on the cost-effectiveness levels below.

Project Category	Policy #	C-E Level Maximum (\$/weighted ton)
On-Road Truck Replacement	21	\$90,000
Reserved	22	Reserved
Reserved	23	Reserved
Reserved	24	Reserved
Reserved	25	Reserved
Reserved	26	Reserved
Shuttle/Feeder Bus Service—Existing	27	\$125,000
Shuttle/Feeder Bus Service—Pilot	28	Year 1 - \$200,000 Year 2 - \$125,000
Shuttle/Feeder Bus Service—Pilot in CARE areas or Priority Development Areas (PDAs)	28	Year 1 - \$500,000 Year 2 - \$200,000 Year 3 - \$125,000
Regional Ridesharing	29	\$90,000
Electronic Bicycle Lockers	30	\$90,000
Reserved	31	Reserved

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #11 and #12).
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).
 - b. **Authority to Apply:** Applications must include either: 1) a signed letter of commitment from the applicant's representative with authority to enter into a funding agreement and to carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager), or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors) authorizing the submittal of the application and authorizing the project to be carried out.
5. **Viable Project and Matching Funds:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), project applicants must include in the application evidence of available matching funds from a non-Air District source that equal or exceed at least 10% of the total eligible project costs.

The project must be financially viable, which means that the project sponsor has adequate funds to cover all stages of the project from its commencement through project completion. Applications must include evidence of financial resources sufficient to undertake and complete the project. The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Maximum award per calendar year:
 - a. **Each public agency** may be awarded up to \$1,500,000, and
 - b. **Each non-public entity** may be awarded up to \$500,000.
8. **Readiness:** Projects must commence by the end of calendar year 2015. "Commence" includes any preparatory actions in connection with the project's operation or implementation. For purposes of this policy, "commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Service-based projects such as shuttle/feeder bus and ridesharing programs, may receive TFCA Regional Funds for up to two (2) years of operation or implementation. Projects that request up to \$100,000 annually in TFCA Regional Funds are eligible to apply for two (2) years of funding. Projects that request more than \$100,000 annually in TFCA Regional Funds are eligible for only one (1) year of funding.
10. **Project Revisions:** Project revisions initiated by the project sponsor that significantly change the project before the allocation of funds by the Air District Board of Directors may not be accepted. Following Air District Board of Directors allocation of funds for a project, an applicant may request revisions to that project that the applicant deems necessary or advisable to carry out the purposes of the project, based on information the applicant received after the Board's allocation of funding. The Air District will consider

only requests that are within the eligible project category as the original project, meet the same cost-effectiveness as that of the original project application, comply with all TFCA Regional Fund Policies applicable for the original project, and are in compliance with all federal and State laws applicable to the revised project and District rules and regulations.

APPLICANT IN GOOD STANDING

11. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet project implementation milestones or who have failed to fulfill monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
12. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for five (5) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed for those projects until all audit recommendations and remedies have been satisfactorily implemented.

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

Reimbursement is required where it has been determined that funds were expended in a manner contrary to the TFCA Regional Funds' requirements and requirements of HSC Code section 44220 et seq.; the project did not result in a reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund; or otherwise failed to comply with the approved project scope as set forth in the project funding agreement. An applicant who failed to reimburse such funds to the Air District from a prior Air District funded project will be excluded from future TFCA funding.

13. **Signed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors does not constitute a final obligation on the part of the Air District to fund a project.

Project sponsors must sign a funding agreement within 60 days from the date it has been transmitted to them in order to remain eligible for award of TFCA Regional Funds. At its discretion, the Air District may authorize an extension of up to a total period of 180 days from the transmittal because of circumstances beyond project sponsor's reasonable control.

14. **Insurance:** Each project sponsor must maintain general liability insurance and such additional insurance that is appropriate for specific projects, with coverage amounts specified in the respective funding agreements throughout the life of the project.

INELIGIBLE PROJECTS

15. **Planning Activities:** Feasibility studies and other planning studies are not eligible for funding by the Air District. Funding may not be used for any planning activities that are not directly related to the implementation of a specific project or program. In addition, land use projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.
16. **Cost of Developing Proposals and Grant Applications:** The costs to develop proposals or prepare grant applications are not eligible for TFCA Regional Funds.
17. **Duplication:** Projects that have previously received TFCA-generated funds and therefore do not achieve additional emission reductions are not eligible.

Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

USE OF TFCA FUNDS

18. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds to fund a project that is eligible and meets the criteria for funding under both Funds. For the purpose of calculating the TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
19. **Administrative Costs:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. Electronic bicycle locker projects are not eligible for administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the application project budget and in the funding agreement between the Air District and the project sponsor.
20. **Expend Funds within Two Years:** Project sponsors must expend the awarded funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District in a funding agreement or as an amendment to the funding agreement.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

21. **On-Road Truck Replacement Projects:** Eligible projects will replace Class 6 , Class 7, or Class 8 (19,501 lb. GVWR or greater) diesel-powered trucks with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to a Bay Area address, and must be scrapped after replacement. **Reserved.**
22. **Reserved.**
23. **Reserved.**
24. **Reserved.**
25. **Reserved.**

Shuttle/Feeder Bus Service Projects

26. **Shuttle/Feeder Bus Service:** These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hub or employment centers. All of the following conditions must be met for a project to be eligible for TFCA Regional Funds:
 - a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport, and distinct commercial or employment areas.
 - b. The project's schedule must coordinate with the transit schedules of the connecting mass transit service.
 - c. The service must be available for use by all members of the public.
 - d. The project may not duplicate existing local transit service or service that existed along the project's route within the last three years. "Duplication" of service means establishing a shuttle route where there is an existing transit service stop within 0.6 miles of the commercial hub or business center and that can be reached by pedestrians in 20 minutes or less. Projects that propose to increase service frequency to an area that has existing service may be considered for funding if the increased frequency would reduce the commuter's average transit wait time to thirty minutes or less.

- e. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.
- f. Applicants must submit a written transit service financial plan to achieve financial self-sufficiency or reduced reliance on TFCA funding within five years. The plan must document 1) the funding source(s) that will be targeted and the bases for eligibility of such funding, 2) the amounts from each funding source for which the applicant is eligible and that will be pursued, (3) the schedule (timeline) from application to receipt of such funds, 4) the process for securing each funding source, and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application for securing funds.

For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages, fuel, and vehicle maintenance) and the administrative costs paid for by TFCA Regional Funds. Matching funds must be provided to cover at least 10% of the total project cost, and must include only direct operational costs. Administrative costs are not eligible for use as matching funds.

Shuttle/feeder bus service applicants must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency.

Project applicants that were awarded FYE 2014 TFCA Regional Funds that propose identical routes in FYE 2015 may request an exemption from the requirements of Policy 27. D provided they meet the following requirements: (1) No further TFCA project funding as of January 2017; and (2) Submission of a financial plan to achieve financial self-sufficiency from TFCA funds within two years by demonstrating how they will come into compliance with this requirement or by securing non-TFCA Regional Funds. The plan must document: 1) the funding source(s) that will be targeted and the bases for eligibility of such funding, 2) the amounts from each funding source for which the applicant is eligible and that will be pursued, (3) the schedule (timeline) from application to receipt of such funds, 4) the process for securing each funding source, and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application for securing funds.

27. **Pilot Shuttle/Feeder Bus Service:** Pilot projects are defined as routes that provide service to locations that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the requirements listed in Policy #27 for shuttle/feeder bus service, pilot shuttle/feeder bus service project applicants must also comply with the following:
- a. Applicants must provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
 - b. A letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area. .
 - c. Applicants must provide written documentation of a financial plan for transitioning to a self-sustaining service and/or for reducing reliance on TFCA funding within five years. The plan needs to clearly identify 1) the funding source(s) that will be targeted, 2) the amounts from each source that will be pursued, 3) the process for securing each funding source, and 4) the status or timeline of the process for securing funds.
 - d. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Regional Funds under the Pilot designation and must meet the following requirements:
 - i. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,

- ii. By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and
- iii. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$125,000/ton (see Policy #2) and meet all of the requirements of Policy #27 (existing shuttles).
- e. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Regional Funds under this designation and must meet the following requirements:
 - i. By the end of the first year of operation, projects shall cost \$200,000 or less per ton (cost-effectiveness rating), and
 - ii. By the end of the second year of operation, projects shall cost \$125,000 or less per ton (cost-effectiveness rating) (see Policy #2) and shall meet all of the requirements of Policy #27 (existing shuttles).

Regional Ridesharing

28. **Regional Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool, or other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five Bay Area counties, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

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

Bicycle Facility Projects

29. **Electronic Bicycle Lockers:** TFCA Regional Funds are available for project sponsors to purchase and install new electronic bicycle lockers. Projects must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation Commission's Regional Bicycle Plan and serve a major activity center (e.g. transit station, office building, or school). The electronic bicycle lockers must be publicly accessible and available for use by all members of the public.

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds.

The maximum award amount is based on the number of bicycles accommodated, at the rate of \$2,500 per bicycle accommodated by the lockers.

TFCA County Program Manager funds may not be used towards fulfilling the matching funds requirement. Monies expended for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are eligible matching funds for electronic bicycle lockers. Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate the electronic lockers are not eligible as matching funds.

REGIONAL FUND EVALUATION CRITERIA:

1. **Shuttle/Feeder Bus Service and Ridesharing Projects:** The Air District will evaluate complete applications received by the submittal deadline based on the TFCA Regional Fund policies. All eligible projects will be ranked for funding based on cost-effectiveness. At least sixty percent (60%) of the funds will be reserved for eligible projects that meet one or more of the following District priorities:
 - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program;

b. Priority Development Areas.

The Air District will evaluate all shuttle/feeder bus service and ridesharing project applications received after the submittal deadline on a first-come, first-served basis, based on the TFCA Regional Fund policies.

2. **Electronic Bicycle Locker(s) Projects:** Applications will be evaluated on a first-come, first-served basis.

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2015~~4~~

The following policies apply to the Transportation Fund for Clean Air (TFCA) Regional Fund.

BASIC ELIGIBILITY

- Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE ~~2014~~2015.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations both ~~a) a)~~ at the time ~~a)~~ the Air District Board of Directors approves a funding allocation and b) ~~at the time at the time~~ the Air District executes the project’s funding agreement.

Under certain circumstances following approval of the project by the Board of Directors, the Air District may approve modifications of the approved project or of the terms of the grant agreement. The Air District will evaluate whether the proposed modification will reduce the amount of emissions the originally-approved project was designed to achieve, will negatively affect the cost-effectiveness of the project, or will otherwise render the project ineligible (“major modification”). The Air District may approve the proposed major modification if the Air District determines that the project, as modified, will continue to achieve surplus emission reductions, based on the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed modification. The Air District may approve minor modifications, such as to correct mistakes in the grant agreement or to change the grantee, without a re-evaluation of the proposed modification in light of the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed minor modification.

- TFCA Cost-Effectiveness:** Unless otherwise noted below, projects must not exceed a cost-effectiveness (C-E) of \$90,000 per ton. Cost-effectiveness is based on the ratio of TFCA-generated funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀) reduced (\$/ton).

Certain project categories further specify the eligible funding amount per item (for example, \$/vehicle) which is based on the cost-effectiveness levels below.

Project Category	Policy #	C-E Level Maximum (\$/weighted ton)
On-Road Truck Replacement	21	\$90,000
Reserved	22	Reserved
Reserved	23	Reserved
Reserved	24	Reserved
Reserved	25	Reserved
Reserved	26	Reserved
Shuttle/Feeder Bus Service—Existing	27	\$90 125,000
Shuttle/Feeder Bus Service—Pilot <u>during first 24 months</u> (for outside non-CARE areas or and non-PDAs)	28	<u>Year 1 - \$200,000</u> <u>Year 2 - \$125,000</u>
Shuttle/Feeder Bus Service—Pilot <u>during first 36 months</u> (in CARE areas or Priority Development Areas (PDAs))	28	\$200,000 — <u>Year 1 - \$500,000</u> <u>Year 2 - \$200,000</u> <u>Year 3 - \$125,000</u>
Regional Ridesharing	29	\$90,000
Electronic Bicycle Lockers	30	\$90,000
Reserved	31	Reserved

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #11 and #12).
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
 - b. **Authority to Apply:** Applications must include either: 1) a signed letter of commitment from the applicant's representative with authority to enter into a funding agreement and to carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager, ~~etc.~~), or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of ~~Di~~ ~~r~~Directors, ~~etc.~~) authorizing the submittal of the application and authorizing the project to be carried out.
5. **Viable Project and Matching Funds:** Unless ~~otherwise~~ provided for ~~otherwise~~ ~~otherwise~~ in the policies and priorities for the specific project category (which are listed below), project applicants must include in the application evidence of available matching funds from a non-Air District source that equal or exceed at least 10% of the total eligible project costs.

The project must be financially viable, which means that the project sponsor has adequate funds to cover all stages of the project from its commencement through project completion. Applications must include evidence of financial resources sufficient to undertake and complete the project. The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Maximum award per calendar year:
 - a. **Each public agency** may be awarded up to \$1,500,000, and
 - b. **Each non-public entity** may be awarded up to \$500,000.
8. **Readiness:** Projects must commence by the end of calendar year ~~2014~~2015. "Commence" includes any preparatory actions in connection with the project's operation or implementation. For purposes of this policy, "commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Service-based projects such as shuttle/feeder bus and ridesharing programs, may receive TFCA Regional Funds for up to two (2) years of operation or implementation. Projects that request up to \$100,000 annually in TFCA Regional Funds are eligible to apply for two (2) years of funding. Projects that request more than \$100,000 annually in TFCA Regional Funds are eligible for only one (1) year of funding.
10. **Project Revisions:** Project revisions initiated by the project sponsor ~~that~~which significantly change the project before the allocation of funds by the Air District Board of Directors may not be accepted. Following Air District Board of Directors allocation of funds for a project, an applicant may request revisions to that project that the applicant deems necessary or advisable to carry out the purposes of the

project, based on information the applicant received after the Board's allocation of funding. The Air District will consider only requests that are within the eligible project category as the original project, meet the same cost-effectiveness as that of the original project application, comply with all TFCA Regional Fund Policies applicable for the original project, and are in compliance with all federal and State laws applicable to the revised project and District rules and regulations.

APPLICANT IN GOOD STANDING

11. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet project implementation milestones or who have failed to fulfill monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
12. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for five (5) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed for those projects until all audit recommendations and remedies have been satisfactorily implemented.

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

Reimbursement is required where it has been determined that funds were expended in a manner contrary to the TFCA Regional Funds' requirements and requirements of HSC Code section 44220 et seq.; the project did not result in a reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund; or otherwise failed to comply with the approved project scope as set forth in the project funding agreement. An applicant who failed to reimburse such funds to the Air District from a prior Air District funded project will be excluded from future TFCA funding.

13. **Signed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors does not constitute a final obligation on the part of the Air District to fund a project.

Project sponsors must sign a funding agreement within 60 days from the date it has been transmitted to them in order to remain eligible for award of TFCA Regional Funds. ~~At its discretion, the Air District may~~ authorize an extension of up to a total period of 180 days from the transmittal because of circumstances beyond project sponsor's reasonable control ~~and at the Air District's discretion.~~

14. **Insurance:** Each project sponsor must maintain general liability insurance and such additional insurance that is appropriate for specific projects, with coverage amounts specified in the respective funding agreements throughout the life of the project.

INELIGIBLE PROJECTS

15. **Planning Activities:** Feasibility studies and other planning studies are not eligible for funding by the Air District. Funding may not be used for any planning activities that are not directly related to the implementation of a specific project or program. In addition, land use projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.
16. **Cost of Developing Proposals and Grant Applications:** The costs to develop proposals or prepare grant applications are not eligible for TFCA Regional Funds.
17. **Duplication:** Projects that have previously received TFCA-generated funds and therefore do not achieve additional emission reductions are not eligible.

Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

USE OF TFCA FUNDS

18. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds to fund a project that is eligible and meets the criteria for funding under both Funds. For the purpose of calculating the TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
19. **Administrative Costs:** Unless ~~otherwise~~ provided for ~~otherwise~~~~otherwise~~ in the policies and priorities for the specific project category (which are listed below), administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. Electronic bicycle locker projects are not eligible for administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the application project budget and in the funding agreement between the Air District and the project sponsor.
20. **Expend Funds within Two Years:** Project sponsors must expend the awarded funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District in a funding agreement or as an amendment to the funding agreement.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

Clean Diesel Projects

- ~~21.~~ **On-Road Truck Replacement Projects:** Eligible projects will replace Class 6 , Class 7, or Class 8 (19,501 ~~h~~~~l~~~~b~~ GVWR or greater) diesel-powered trucks with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to a Bay Area address, and must be scrapped after replacement. ~~Clean Air Vehicle Projects~~

~~21-22.~~ Reserved.

~~22-23.~~ Reserved.

~~23-24.~~ Reserved.

~~24-25.~~ Reserved.

~~25-26.~~ Reserved.

Shuttle/Feeder Bus Service Projects

- ~~26-27.~~ **Shuttle/Feeder Bus Service:** These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more ~~distinct definable~~ commercial hub or employment centers. All of the following conditions must be met for a project to be eligible for TFCA Regional Funds:

a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport, and distinct commercial or employment areas.

~~a-b.~~ The project's schedule must coordinate with the transit schedules of the connecting mass transit service.

~~b-c.~~ The service must be available for use by all members of ~~open to the public~~.

- ~~e-d.~~ The project may not duplicate existing local transit service or service that existed along the project's route within the last three years, ~~or service that ceased to operate within the past five years.~~ "Duplication" of service means establishing ~~that a~~ shuttle proposed route where there is an existing transit service stop within 0.6 miles of the commercial hub or business center and that can be reached by pedestrians in 20 minutes or less. Projects that propose to increase service frequency to an area that has existing service may be considered for funding if the increased frequency would reduce the commuter's average commuter transit wait time to that is in excess of one hour thirty minutes or less.
- e. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.
- ~~d-f.~~ Applicants must submit ~~provide written documentation of a~~ written transit service financial plan to achieve for transitioning to a financial self-sufficiency ~~staining service and/or for reducing reliance on TFCA funding within five years from.~~ The plan must document ~~needs to clearly identify~~ 1) the funding source(s) that will be targeted and the bases for eligibility of such funding, 2) the amounts from each funding source for which the applicant is eligible and that will be pursued, (3) the schedule (timeline) from application to receipt of such funds, 4) the process for securing each funding source, and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application ~~process for securing funds.~~

For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages, fuel, and vehicle maintenance) and the administrative costs paid for by TFCA Regional Funds. Matching funds must be provided to cover at least 10% of the total project cost, and must include only direct operational costs. Administrative costs are not eligible for use as matching funds.

Shuttle/feeder bus service applicants must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency.

Project applicants that were awarded FYE ~~2013-2014~~ TFCA Regional Funds that propose identical routes in FYE ~~2014-2015~~ may request an exemption from the requirements of Policy 27. D provided they meet the following requirements: -(1) No further TFCA project funding as of ~~?~~ January 2017; and -These applicants ~~must~~ would have to -(2) Submission of a financial plan to achieve for financial self-sufficiency from transitioning off TFCA funds within two years by demonstrating how they will come into compliance with this requirement or by securing non-TFCA Regional Funds within the next three ~~two~~ years. The plan ~~needs~~ must document: 1) the funding source(s) that will be targeted and the bases for eligibility of such funding, 2) the amounts from each funding source for which the applicant is eligible and that will be pursued, (3) the schedule (timeline) from application to receipt of such funds, 4) the process for securing each funding source, and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application for securing funds. ~~to clearly identify 1) the funding source(s) that will be targeted, 2) the amounts from each source that will be pursued by source, 3) the process for securing each funding source, and 4) the status or timeline of the process for securing funds.~~

27-28. Pilot Shuttle/Feeder Bus Service: Pilot projects are defined as ~~new~~ routes that provide service to locations that are at least 70% unique and where no other service was provided with ~~have not been in operation~~ in the past ~~five~~ three years. In addition to meeting the requirements listed in Policy #27 for shuttle/feeder bus service, pilot shuttle/feeder bus service project applicants must also comply with the following:

- a. Applicants must provide data and other evidence demonstrating ~~supporting~~ the public's need ~~demand~~ for the service, including a demand assessment survey and letters of support from potential users ~~and providers~~;
- b. A letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must ~~that~~ demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided ~~shared~~ the results of the demand assessment survey to the local transit agency. The applicant must provide ~~letter~~ must also state the transit service provider's evaluation of

~~the need for the shuttle service to the proposed area. and an explanation of why the local transit agency must cannot provide service to the proposed areas.~~

- ~~b.c. Applicants must provide written documentation of a financial plan for transitioning to a self-sustaining service and/or for reducing reliance on TFCA funding within five years. Applicants must provide written documentation of plans for financing the service in the future. The plan needs to clearly identify 1) the funding source(s) that will be targeted, 2) the amounts from each source that will be pursued by source, 3) the process for securing each funding source, and 4) the status or timeline of the process for securing funds.~~
- ~~d. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Regional Funds under the Pilot designation and must meet the following requirements:~~
- ~~i. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,~~
 - ~~ii. For By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$125,000/ton, and~~
 - ~~iii. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$90,000/ton (see Policy #2) and meet all of the requirements of Policy #27 (existing shuttles).~~
- ~~e. Projects located in CARE areas may receive a maximum of three years of TFCA Regional Funds under the Pilot designation; p~~Projects located outside of CARE areas ~~and PDAs~~ may receive a maximum of two years of TFCA Regional Funds under this designation ~~and must meet the following requirements:~~
- ~~i. By the end of the first year of operation, projects shall must not exceed a cost-effectiveness of cost \$200,000 or less per /ton (cost-effectiveness rating), and~~
 - ~~ii. By the end of the second year of operation, projects shall must not exceed a cost-effectiveness of \$125,000 or less per /ton (cost-effectiveness rating) (see Policy #2) and shall meet all of the requirements of Policy #27 (existing shuttles). After these time periods, applicants must apply for subsequent funding under the shuttle/feeder bus service designation, described above.~~

Regional Ridesharing

~~28-29.~~ **Regional Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool, or other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five Bay Area counties, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

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

Bicycle Facility Projects

~~29-30.~~ **Electronic Bicycle Lockers:** TFCA Regional Funds are available for project sponsors to purchase and install new electronic bicycle lockers. Projects must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation Commission's Regional Bicycle Plan and serve a major activity center (e.g. transit station, office building, or school). The electronic bicycle lockers must be publically accessible and available for use by all members of the public.

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds.

The maximum award amount is based on the number of bicycles accommodated, at the rate of \$2,500 per bicycle accommodated by the lockers.

TFCA County Program Manager funds may not be used towards fulfilling the matching funds requirement. Monies expended for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are eligible matching funds for electronic bicycle lockers. Monies expended by the Project Sponsor to for maintenance, repairs, upgrades, rehabilitation, and operations of the electronic lockers are not eligible as matching funds.

REGIONAL FUND EVALUATION CRITERIA:

1. Shuttle/Feeder Bus Service and Ridesharing Projects: The Air District will evaluate ~~Complete~~ applications received by the submittal deadline ~~will be evaluated~~ based on the TFCA Regional Fund policies. All eligible projects will be ranked for funding based on cost-effectiveness. At least sixty percent (60%) of the funds will be reserved for eligible projects that meet one or more of the following District priorities:

- a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program;
- b. Priority Development Areas; ~~and~~
- ~~e. Projects that significantly reduce greenhouse gasses (GHG).~~

The Air District will evaluate all shuttle/feeder bus service and ridesharing project applications received after the submittal deadline on a first-come-~~u~~ first-served basis, based on the TFCA Regional Fund policies.

2. Electronic Bicycle Locker(s) Projects: Applications will be evaluated on a first-come-~~u~~ first-served basis.

Comments received between March 26 and April 21, 2014

Commenter and Organization	Comment	Staff Response
John Giovannoni ACE	Although the funding was probably at the time set up to create funds to start shuttle programs to get started, the funding has been used to expand the service and has created great ridership on quite a few shuttles for the ACE programs in various locations.	The intent of the incentive program is to cost-effectively reduce single-occupancy vehicle trips by providing last-mile connection services. Staff is exploring options to better utilize the limited funding and expand options for cost-effectively providing last-mile connections to transit in future cycles.
	We realize that situations change that affect different programs. But Item 27 reads in part that "These projects are intended to reduce single-occupancy vehicle commute hour trips by providing the short distance between a mass transit hub and one or more commercial or employment centers".	Staff agrees with the purpose to reduce single-occupancy vehicles; however, this must be done in a cost-effective manner.
	The changing of the amounts allowed in one year that makes most of the vehicles we use almost obsolete and to the point one project was not going to be funded at all, to me is completely against what this section reads. The vehicles we use transport 5152 passengers monthly in Pleasanton with quite a few connecting also to Bart. We also are part of the VTA shuttle program that transports 33514 passengers per month. If the funding for the shuttle programs as they are now stops or is drastically curtailed, I definitely see an adverse effect to this section 27. If we as agencies were notified last year that traps on the buses engines were getting close to not qualifying and getting dirty and were given the new regulations period ahead by 2 to three year period to buy different buses or make other changes we could go out and buy or try to get funding to buy new buses, but to make a change to a fleet of 23 buses that the traps are no longer ok and reduce programs funding the way it was done this year is just not fair to all applicants. We have budgets that are submitted every July to our board of Directors and we put into the budget the shuttle programs and how much we need and when a project starts in January and our budget runs to July and the project is cut it makes it extremely hard on everyone to try and come up with the shortfall to the project to keep it going. Thanks for the opportunity to address this portion.	Overall, the California Vehicle Fleet is getting cleaner. Air District emission estimates are based on the CARB inventory and are updated based on their schedule. This can result in large shifts in cost effectiveness as CARB updates California fleet emissions. This is what occurred in 2013. Staff recognizes that changing emissions standards have had an adverse effect on cost-effectiveness and recommends using the cleanest available technology. Staff has informed project sponsors of this ongoing trend and has offered to calculate the cost-effectiveness of their projects at any time so that project sponsors may have a better understanding of how emission standards affect their projects. Also, given the significant change in emission factors from 2013 to 2014, staff will be assessing cost-effectiveness of the projects that were approved in FYE 2014 and providing this information to project sponsors in May 2014 so that they have this information well in advance of the FYE 2015 cycle.
	We as an agency try very hard to provide this service, but we have costs also and when the funding is drastically cut to a program with very little notice that the emissions to the vehicles we use are not in compliance in a 1 year period, it makes it almost impossible to provide this service. We will either have to eliminate the shuttle program as it is, or charge a fee to the customers that most likely will drive quite a few back to the roads that are already congested.	Given that funding is limited, staff encourages project sponsors to pursue other sources of revenue, such as charging a fee to service users.

Committer and Organization	Comment	Staff Response
Mariana Parreiras <i>BART</i>	shuttle/feeder bus open to public requirement - what requirement is there to publicize the shuttle route/schedule to the general public? How else do you ensure that this requirement is met?	Outreach to the general public is not a requirement, but is encouraged to promote ridership, which affects the cost-effectiveness of the project. Through the evaluation process (e.g., inspections, review of printed materials submitted by project sponsors in the progress reports), staff will determine whether the service has met its public accessibility requirement.
Heather Salem <i>Presidio Trust</i>	<p>For the shuttle service, does the service need to be available to the public at all times? Or can some times still be restricted?</p> <p>The Presidio is available to the public during certain headways during the peak hours, the other times is limited to residents, tenants, and employees of the Presidio. Could we only get funding for the headways totally open to the public?</p>	The service needs to be available to the public for the times that it is operated using TFCA funds.
Peter Skinner <i>SamTrans</i>	<p>Back to policy 27, it would be a good idea if you went to the large operators to determine if your specifications for duplication of service is indeed duplication. I would not assume all transit operators are tuned into your process and will provide you a response without being asked. Would you consider asking the large operators their opinion?</p> <p>In policy number 27, did the BAAQMD consult with major transit operators to determine if the proposed standards would indeed be considered a duplication of existing service by a transit agency.</p> <p>The BAAQMD should coordinate with the MTC, VTA, SFMTA, SamTrans and AC Transit to determine if the duplicative service guidelines you came up with are reasonable. MTC can provide contact info for the appropriate people in these agencies.</p> <p>27e allows for 27d exemption for existing services, but states a requirement for a financial plan using non-TFCA funds within two years. Is this is for only duplicated routes? Please clarify.</p> <p>"Can you confirm or deny the statement I submitted please? ...To be clear, the financial plan for using non-TFCA funds within two years is ONLY for the duplicate shuttle routes (the two routes you mentioned) and NOT for the entire program.</p> <p>Ok, to be clear, the financial plan for using non-TFCA funds within two years is ONLY for the duplicative routes (the two routes you mentioned).</p>	<p>Staff issued policies for public comment on March 26, 2014 and accepted comments through April 21, 2014. The draft policies were posted on the Air District's website and a notification was emailed to a list of more than 700 that includes representatives from MTC, VTA, SFMTA, SamTrans, and AC Transit.</p> <p>Staff will continue to outreach to potential interested parties in order to broaden the list for future funding cycles.</p> <p>Project sponsors with duplicated routes must submit a financial plan for transitioning off TFCA funds within two years.</p> <p>For all other projects, staff will be proposing that applicants submit a financial plan for transitioning to a self-sustaining service and/or for reducing reliance on TFCA funding within five years. This information will be used by staff to assess the feasibility for long-term funding applicants to reduce their dependence on TFCA funding.</p>

Committer and Organization	Comment	Staff Response
Andy Peri <i>Marin Bike</i>	Marin's program bike parking program allowed racks to be installed in malls, shopping centers, post offices, strip malls, grocery stores parking lots or other locations that are accessed by the public. This is a critical need that all communities have. It is my understanding that your program does not allow such installations if not on public property. How can we get this changed to allow more flexibility. We have identified most of our needs for bike parking in such places.	The authorizing legislation requires that these projects be sponsored by a public agency. Installation of bike racks on private property is allowed as long as the racks are accessible by the public. For more information on the BRVP, please visit: http://www.baaqmd.gov/Divisions/Strategic-Incentives/Alternative-Transportation/BRVP.aspx
Steve McClain <i>VTA</i>	Here is the VTA Transit map. We have a shuttle that currently operates out of the Great America ACE Station, which is right here. Travels no where within 6/10 of a mile of VTA transit until close to the end of the route. Ends up along an existing route, here. So is this duplication?	This would not be considered duplication. Staff has discussed this question with VTA staff and added language to clarify the term duplication in the FYE 2015 policies.
William P. Bacon <i>San Francisco County Transportation Authority</i>	Policy 27. Shuttle/Feeder Bus Service Projects: We support the addition that shuttle/feeder bus service projects be open to the public. However, we disagree with the language clarifying that duplication is any proposed service within 0.6 miles of existing transit service. This policy would conceivably exclude shuttle projects in San Francisco from TFCA Regional Funds given the extensive transit network in the city. Although the draft policy would allow funding to increase frequency, we request the policy be revised to reduce the average commuter wait time that is in excess of 15 minutes rather than one hour. We also disagree that projects must only include the commuter peak-hour service.	Funding is designed to prioritize areas that are underserved by current, existing transit.
and Robert Hayden <i>San Francisco Department of the Environment</i>	We also propose expanding the eligibility of the Shuttle/Feeder Bus Service category to include the purchase/subsidy of transit fare passes (similar to the UC Berkeley Class Pass or Caltrain Go Pass) for corridors that are well served by existing transit service. Transit fare passes provided by employers or residential communities can significantly increase transit bus ridership and incentivize transit operators to increase frequency along a corridor to meet increased demand while also encouraging pass holders to use transit more frequently.	Staff believes that the TFCA County Program Manager Fund is an appropriate funding source for this type of project.
	Policy 28. Pilot Shuttle/Feeder Bus Service: We support the cost-effectiveness requirements for projects in Highly Impacted Communities as defined in the Community Air Risk Evaluation (CARE) Program and Priority Development Areas (PDA), and the differentiation of cost-effectiveness thresholds between pilot projects located in and out of CARE communities and PDAs. We also support pilot projects in CARE communities and PDAs receiving a maximum of three years of TFCA Regional Funds.	Comments received.
Zach Seal <i>City of Oakland</i>	BAAQMD proposed revision: "Duplication means that the proposed service that would transport commuters from a transit hub to a distinct commercial or employment center that is within 0.6 miles of existing transit service or transit service that existed within the last three years."	Staff has added language to clarify the term duplication in the FYE 2015 policies based on comments received.

Committer and Organization	Comment	Staff Response
	<p>The City of Oakland proposes to add the following language:</p> <p>“...unless the applicant provides evidence and/or data that (a) the features of the proposed shuttle service (such as route, stop locations, frequency, hours of service, fare structure) are distinct enough from existing service to attract a significant new ridership base of people who would switch from single-occupancy vehicles to public transit.”</p>	
	<p>Thank you for responding in a timely fashion and providing information regarding my question about the proposal to allow only transit agencies (and not cities) to apply for BAAQMD TFCA shuttle funds. The City of Oakland has the following concern about this proposal:</p> <p>This change would undermine the City of Oakland’s ability to negotiate a fair market rate for shuttle service. The same goes for any other city or county that uses TFCA funds and contracts out to a local transit agency. The City of Oakland is very satisfied with the service provided by AC Transit – but it is critical that we maintain the ability to apply for TFCA funds so that we have the option of contracting the service to an operator other than AC Transit (such as a private operator). Without the option of choosing among different operators for our shuttle service, we would have no leverage to competitively negotiate a price for the service. Considering that the Broadway Shuttle is funded by seven or so different public/private funding sources that are secured by the City, it is critical that the City be able to apply for the TFCA portion of its shuttle budget.</p>	<p>This comment is in reference to a separate, but parallel process on the future cycles of the Shuttle and Ridesharing program. Staff has been in touch with the City of Oakland representative to discuss their concerns.</p>

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Haggerty and
Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 8, 2014

Re: Bicycle Rack Voucher Program (BRVP) Vendor Selection

RECOMMENDATION:

Recommend the Board of Directors:

1. Authorize the Executive Officer/APCO to enter into and execute all necessary contracts with Dero Bike Rack Co., Peak Racks Inc., Saris Cycling Group, Sportswork Northwest Inc., and Urban Racks not to exceed a total of \$860,000.

BACKGROUND

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

Sixty percent (60%) of TFCA funds are allocated to eligible programs implemented directly by the Air District, including the Smoking Vehicle Program, the Spare the Air Program, and the BRVP, and on a competitive basis to eligible projects through the TFCA Regional Fund.

DISCUSSION

In 2013, staff developed the BRVP to expand availability of new bicycle parking facilities in the nine-county Bay Area. Through the BRVP, the Air District contracts with selected bicycle rack vendors and issues vouchers to applicants in the amount of up to \$60 for each bicycle parking space created (e.g., a typical two-space bicycle rack would qualify for a voucher of up to \$120). The \$60 cap allows these projects to meet a \$90,000 per ton of emissions reduced cost-effectiveness. All Bay Area public agencies are eligible to participate in this streamlined program and access low (bulk rate) pricing.

FYE 2014 Program (Year 1)

In this first cycle, Creative Pipe, Inc., Dero Bike Rack Co., and Sportswork Northwest Inc. applied and were selected for participation as authorized vendors in the program. The Air District began accepting applications from public agencies for Year 1 on September 30, 2013, and the application deadline is June 30, 2014. As of May 6th, the Air District has issued vouchers to 23 agencies in the amount of \$93,899.07. This represents approximately 1,565 new bicycle parking spaces.

FYE 2015 Program (Year 2)

For Year 2, the Air District issued a noncompetitive Request for Proposals (RFP) on February 20, 2014. The RFP required vendors to offer a fixed, competitive price for the purchase of bicycle rack equipment. The Air District hosted a pre-bidders webinar conference on March 6, 2014, and received five proposals by the March 24, 2014 deadline. An evaluation committee comprised of staff from the Air District, City of San Mateo, and City and County of San Francisco, vetted the proposals received based on the overall proposal, equipment prices, and the vendor’s status as a green/local business. All five of the proposals received scored 81% or better. Based on the combined scores shown in Table 1, staff is recommending that the Air District execute contracts with each of the proposers: Dero Bike Rack Co., Peak Racks Inc., Saris Cycling Group, Sportswork Northwest Inc., and Urban Racks. Although these vendors offer similar types of equipment, staff is recommending that all five vendors be included in the BRVP to allow greater equipment choice to applicants.

Table 1 –Bidder Scores by Criteria

	Dero	Peak Racks	Saris	Sportswork	Urban Racks
Proposal (30 pts.)	27	25	25	25	26
Price (60 pts.)	53	58	53	55	55
Green/Local (10 pts.)	8	6	3	5	6
Total	88	89	81	85	87

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None. The Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for the TFCA Regional Fund program is provided by the funding source. Funding for the BRVP is provided through FYE 2014 and 2015 TFCA Funds.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Patrick Wenzinger
Reviewed by: Karen Schkolnick