



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE COMMITTEE

COMMITTEE MEMBERS

SCOTT HAGGERTY – CHAIR
MARGARET ABE-KOGA
CAROLE GROOM
TYRONE JUE
NATE MILEY
JIM SPERING

DAVID CANEPA – VICE CHAIR
PAULINE RUSSO CUTTER
DAVE HUDSON
DOUG KIM
KAREN MITCHOFF

THURSDAY
APRIL 26, 2018
9:30 A.M.

1ST FLOOR BOARD ROOM
375 BEALE STREET
SAN FRANCISCO, CA 94105

AGENDA

1. **CALL TO ORDER - ROLL CALL – PLEDGE OF ALLEGIANCE – PUBLIC MEETING PROCEDURE**

The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members. The Committee Chair shall lead the Pledge of Allegiance.

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

Public Comment on Agenda Items: *The public may comment on each item on the agenda as the item is taken up. Public Comment Cards for items on the agenda must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to the Board taking up the particular item. Where an item was moved from the Consent Calendar to an Action item, no speaker who has already spoken on that item will be entitled to speak to that item again.*

Speakers may speak for up to three minutes on each item on the Agenda. However, the Chairperson or other Board Member presiding at the meeting may limit the public comment for all speakers to fewer than three minutes per speaker, or make other rules to ensure that all speakers have an equal opportunity to be heard. The Chairperson or other Board Member presiding at the meeting may, with the consent of persons representing both sides of an issue, allocate a block of time (not to exceed six minutes) to each side to present their issue.

2. **APPROVAL OF THE MINUTES OF FEBRUARY 22, 2018**

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of February 22, 2018.

3. **PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER \$100,000**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of Carl Moyer Program and Transportation Fund for Clean Air projects requesting grant funding in excess of \$100,000 and authorization for the Executive Officer/APCO to execute grant agreements for the recommended projects.

4. **FISCAL YEAR ENDING (FYE) 2019 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUNDING ALLOCATION**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval for proposed funding allocation of new TFCA revenues for FYE 2019 and cost-effectiveness limits for Air District-sponsored TFCA programs and projects.

5. **FISCAL YEAR ENDING (FYE) 2019 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER EXPENDITURE PLANS**

K. Schkolnick/5070

kschkolnick@baaqmd.gov

The Committee will consider recommending Board of Directors' approval of the FYE 2019 TFCA for Clean Air County Program Manager Expenditure Plans.

6. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

Pursuant to Government Code Section 54954.3 Speakers wishing to address the Board on non-agenda matters will be heard at the end of the agenda, and each will be allowed up to three minutes to address the Board at that time.

Members of the Board may engage only in very brief dialogue regarding non-agenda matters, and may refer issues raised to District staff for handling. In addition, the Chairperson may refer issues raised to appropriate Board Committees to be placed on a future agenda for discussion.

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**

Thursday, May 24, 2018, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

9. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Chair.

CONTACT:

ACTING MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- To submit written comments on an agenda item in advance of the meeting. Please note that all correspondence must be addressed to the “Members of the Mobile Source Committee” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Committee meeting. Any correspondence received after that time will be presented to the Committee at the following meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- 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 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District’s policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District’s Non-Discrimination Coordinator, Rex Sanders, at (415) 749-4951 or by email at rsanders@baaqmd.gov

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
375 BEALE STREET, SAN FRANCISCO, CALIFORNIA 94105
FOR QUESTIONS PLEASE CALL (415) 749-4941**

**EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

APRIL 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	25	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	26	9:30 a.m.	1st Floor Board Room

MAY 2018

<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> - CANCELLED	Wednesday	2	9:30 a.m.	1st Floor Board Room
Board of Directors Personnel Committee <i>(At the Call of the Chair)</i>	Monday	7	9:30 a.m.	1st Floor Board Room
Board of Directors Special Budget Hearing <i>(At the Call of the Chair)</i>	Wednesday	16	9:30 a.m.	1st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	16	10:00 a.m.	1st Floor Board Room
Board of Directors Climate Protection Committee <i>(Meets on the 3rd Thursday of every other Month)</i> - CANCELLED AND RESCHEDULED TO MONDAY, JUNE 4, 2018 AT 9:30 A.M.	Thursday	17	9:30 a.m.	1st Floor Board Room
Board of Directors Executive Committee <i>(At the Call of the Chair)</i> - CANCELLED	Monday	21	9:30 a.m.	1st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of every other Month)</i>	Monday	21	10:30 a.m.	1st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i> - CANCELLED	Wednesday	23	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	24	9:30 a.m.	1st Floor Board Room

JUNE 2018

<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 on the 3rd Thursday of every other Month)</i>	Monday	4	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	6	9:30 a.m.	1 st Floor Board Room
Board of Directors Executive Committee <i>(At the Call of the Chair)</i>	Monday	18	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	20	9:30 a.m.	1 st Floor Board Room
Board of Directors Technology Implementation Office Steering Committee <i>(At the Call of the Chair)</i>	Thursday	21	1:00 p.m.	1st Floor, Ohlone Room #107
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	27	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	28	9:30 a.m.	1 st Floor Board Room
MV – 04/20/18 – 11:37 a.m.				G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 17, 2018

Re: Approval of the Minutes of February 22, 2018

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) Meeting of February 22, 2018.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee Meeting of February 22, 2018.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Mobile Source Committee Meeting of February 22, 2018

AGENDA 2A – ATTACHMENT

Draft Minutes – Mobile Source Committee Meeting of February 22, 2018

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, California 94105
(415) 749-5073

DRAFT MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
Thursday, February 22, 2018

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chairperson, Scott Haggerty, called the meeting to order at 9:34 a.m.

Present: Chairperson Scott Haggerty; Vice Chair David Canepa; and Directors Margaret Abe-Koga, Carole Groom, Tyrone Jue, and Karen Mitchoff.

Absent: Directors Pauline Russo Cutter, Nate Miley, and Jim Spring.

Also Present: Board Chairperson David Hudson.

2. PUBLIC COMMENT ON NON-AGENDA MATTERS

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

3. APPROVAL OF THE MINUTES OF JANUARY 25, 2018

Public Comments:

No requests received.

Committee Comments:

None.

Committee Action:

Director Mitchoff made a motion, seconded by Director Canepa, to approve the Minutes of January 25, 2018; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Groom, Haggerty, Hudson, Jue and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Cutter, Jue, Miley, and Sperring.

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

Karen Schkolnick, Strategic Incentives Division Director, introduced Madeleine Storelli Staff Specialist, who gave the staff presentation *Projects with Proposed Awards Over \$100,000*, including: overview; Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), and Transportation Fund for Clean Air (TFCA); CMP Year 19; CMP and MSIF funds awarded as of February 1, 2018 and since 2009; TFCA funds awarded by project category and county; and recommendations.

NOTED PRESENT: Director Jue was noted present at 9:40 a.m.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed the need to prioritize (and award funds to) electric vehicle (EV) fast-charging projects, and expand outreach to potential applicants.

Committee Action:

Board Chair Hudson made a motion, seconded by Director Canepa, to approve of CMP projects requesting grant funding in excess of \$100,000, and authorization for the Executive Officer/Air Pollution Control Officer to execute grant agreements for the recommended projects; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Groom, Haggerty, Hudson, Jue, and Mitchoff.
NOES: None.
ABSTAIN: None.
ABSENT: Cutter, Miley, and Sperring.

5. UPDATE ON THE AIR DISTRICT'S LIGHT-DUTY ELECTRIC VEHICLE PROGRAM

Damian Breen, Deputy Air Pollution Control Officer of Technology, introduced Ranyee Chiang, Technology Implementation Officer, who gave the staff presentation *Update on Regional Efforts to Deploy Light-Duty Electric Vehicles and Infrastructure*, including: outline; EV models in the market by range and price; EV supply equipment charging infrastructure; lifecycle greenhouse gas (GHG) emissions by vehicle type; adoption of EVs in the Bay Area and California; geographic

distribution of EV adoption and disadvantaged communities; Bay Area EV Readiness Plan (2013); Air District investment in EV technology (2011-2017); charging infrastructure; outreach and partnerships; consumer application to evaluate EVs on costs, emissions, and range; Pacific Gas & Electric's (PG&E) EV infrastructure programs; electrify America; Fiscal Year Ending (FYE) 2018 Air District EV incentive programs; new equitable access to EV technology; EV outreach, partnerships, and evaluation; EV outlook; and challenges and future focus.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed the District's definition of "light-duty vehicle"; how "DCFC" fast-chargers have a Level 3 charge; the request that the District's EV fast-charging goal include at least one DC fast-charger installed in each Bay Area city, and the request for a map of the District's stated goal of DC fast charging locations; the anticipated cost of the 12,397 chargers needed by 2020 to support 250,000 EVs; the lack of funded projects in the Interstate-680 corridor, and the need to target Contra Costa County with District grant outreach; the District's acknowledgement of the Committee's desire for EV charging infrastructure at multifamily housing and for low incomes communities; the request that staff to bring back to the Committee a list of the amenities that will be included at PG&E and Volkswagen charging plazas, as well as the layout, design, and locations of the charging plazas; how California building codes have been updated to require make-ready Level 2 infrastructure for new construction, and the potential for model ordinances that would support renovations to existing buildings; the benefits that could be derived from partnerships between Electrify America local governments, and the Committee's interest in the agencies with which Electrify America is engaging; how much funding has been awarded by the District since its "Charge!" incentive program launched, and how much of that awarded funding supports multi-family housing charging infrastructure; and the details of the District's new pilot program promoting equitable access to EV technology, how it should be brought to the attention of Bay Area car dealerships, and the request for a stand-alone item on this program at a future meeting.

Committee Action:

None; receive and file.

6. AIR DISTRICT GRANT PROGRAM OVERVIEW

Ms. Schkolnick gave the staff presentation *Air District Grant Programs Overview*, including: overview; background - sources of criteria pollution and grant funding; 2017 awards by funding source and project type; 2017 awards by county: \$56.9 million; 2017 CMP allocations: \$14.5 million; 2017 MSIF and Goods Movement Program; 2017 TFCA Regional Fund (RF) awards and effectiveness; 2017 Strategic Incentives Division highlights; 2017 emissions reductions; relative emissions from mobile sources and funding awarded by category (2013-2017): \$233 million; other

funding (2013-2017): \$16.7 million; 2018 funding projection: ~ \$96 million; and 2018 Grant Program priorities.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed the request that staff calculate the emissions that would be emitted if shuttle/ridesharing riders went back to driving single-occupancy vehicle round trips, and show how that number would contrast with current TFCA RF project effectiveness; the way in which shuttles can serve as last-mile connections; the request that staff bring back to the Committee the amount of grant funds that were spent (and where it was allocated to) in the District’s Community Air Risk Evaluation (CARE) areas in 2017; and the request that staff not schedule other committee meetings to follow Mobile Source Committee meetings in the future.

Committee Action:

None; receive and file.

7. COMMITTEE MEMBER COMMENTS

Board Chair Hudson suggested that the Committee dedicate an entire meeting to the topic of “Regional Efforts to Deploy Light-Duty Vehicles and Infrastructure,” and potentially even form a sub-committee to address this issue. He also acknowledged some Board members’ concern about scheduling back-to-back committee meetings and said he would like to discourage that moving forward.

8. TIME AND PLACE OF NEXT MEETING

The next meeting of the Mobile Source Committee meeting is at the call of the Chair.

9. ADJOURNMENT

The meeting adjourned at 10:54 a.m.

Marcy Hirtzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 17, 2018

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

RECOMMENDED ACTIONS

The Committee will consider recommending Board of Directors:

1. Approve Carl Moyer Program and Transportation Fund for Clean Air projects with proposed grant awards over \$100,000 as shown in Attachment 1;
2. Adopt resolutions authorizing the Air District to accept, obligate, and expend new funding from the Carl Moyer Program State Reserve Program and the Funding Agricultural Reduction Measures for Emission Reductions Program.
3. Authorize the Air District to accept, obligate, and expend new funding from the Low-Carbon Fuel Standard Mitigation Funding program; and
4. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects and new funding.

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, and stationary agricultural pump engines.

Assembly Bill 923 (AB 923 - Firebaugh), enacted in 2004 (codified as Health and Safety Code (HSC) 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 under the CMP.

In 2017, Assembly Bill (AB) 617 directed the ARB, in conjunction with local air districts to establish the Community Air Protection Program. AB 617 provides a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. In advance of the development of the Community Air Protection Program, the Governor and legislature established an early action component to AB 617 to use existing incentive programs to get immediate emission reductions in the communities most affected by air pollution. AB 134 appropriated \$250 million from the Greenhouse Gas Reduction Fund (GGRF) to reduce mobile source emissions including criteria pollutants, toxic air contaminants, and greenhouse gases in those communities. The Bay Area has been allocated \$50 million of these funds for emission reduction projects. These funds will be used to implement projects under the CMP, and optionally under the Proposition 1B Goods Movement Emission Reduction Program.

On March 1, 2017, the Board of Directors (Board) authorized Air District participation in Year 19 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.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority for the Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in the HSC Sections 44241 and 44242. Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Plug-in Electric Vehicle Program) and to a program referred to as the TFCA Regional Fund. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA funding.

On April 19, 2017, the Board allocated \$29.24 million in TFCA monies for eligible projects in Fiscal Year Ending (FYE) 2018, authorized cost-effectiveness limits for Air District-sponsored FYE 2018 programs, and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for TFCA-revenue funded projects with individual grant award amounts up to \$100,000. On August 2, 2017, the Board adopted policies and evaluation criteria for the FYE 2018 TFCA Regional Fund program.

CMP and TFCA projects with grant award amounts over \$100,000 are brought to the Mobile Source Committee for consideration at least on a quarterly basis. Staff reviews and evaluates grant applications based upon the respective governing policies and guidelines established by the ARB and the Board.

DISCUSSION

Carl Moyer Program:

For the Year 19 cycle, the Air District had more than \$16 million available for eligible CMP and school bus projects from a combination of MSIF and CMP funds. The Air District started

accepting project applications for the CMP Year 19 funding cycle on October 12, 2017 and applications are accepted and evaluated on a first-come, first-served basis.

As of April 5, 2018, the Air District had received 151 project applications for the CMP Year 19 cycle. Of the applications that have been evaluated between March 19, 2018, and April 5, 2018, thirteen eligible projects have proposed individual grant awards over \$100,000. These projects will replace 6 marine engines, 3 pieces of agricultural equipment, and 14 pieces of off-road equipment, and will reduce over 24 tons of NO_x, ROG and PM per year. Staff recommends the allocation of \$4,809,085 for these projects from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2, lists all of the eligible Year 19 projects that have been received by the Air District as of April 5, 2018, and summarizes the allocation of funding by equipment category, and county. Approximately 64% 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 and MSIF funding since 2009 (more than \$151 million awarded to 857 projects).

Transportation Fund for Clean Air Program:

The Air District started accepting project applications for the TFCA on July 1, 2017, and as of April 5, 2018, the Air District had received 73 project applications. Of the applications that were evaluated between February 2, 2018, and April 5, 2018, seven eligible projects proposed an individual grant award over \$100,000. These projects will install 756 level 2 electric vehicle charging ports and 29 DC fast charging stations at 35 schools and community colleges in Alameda and Santa Clara counties, and will reduce approximately 3.42 tons of NO_x, ROG and PM per year. Staff has determined that these projects conform to the provisions of HSC 44241 and the applicable Board-adopted policies and recommends the allocation of \$2,829,500 in TFCA funds to these projects. Attachment 1, Table 2, provides additional information on these projects.

Attachment 4 lists the 56 eligible TFCA projects that were evaluated between July 1, 2017 and April 5, 2018. In total, these projects represent approximately \$10.66 million in funds awarded, and will annually reduce approximately 35.12 tons of NO_x, ROG, and PM and 23,754 tons of tailpipe greenhouse gas emissions. Approximately 27% of the TFCA funding awarded to date will directly reduce emissions in highly impacted Bay Area communities.

Attachment 5 summarizes the allocation of TFCA funding for the 56 eligible projects that have been evaluated since July 1, 2017 by project category (Figure 1), and county (Figure 2).

New Funding from ARB:

In addition to the perennial grant funding sources that are administered by the Air District and that are described above, staff routinely pursues other funding opportunities to complement and augment its on-going air quality improvement incentive programs. The following is a summary of three new funding sources that are proposed by ARB for award to the Air District. Two of the Carl Moyer Program State Reserve and FARMER programs, require Board Resolutions (see Attachments 6 and 7).

- ***Carl Moyer Program State Reserve Funds*** - HSC Division 26, Part 5, Chapter 9, enables ARB to allocate Carl Moyer Program funds to local air quality districts to provide financial incentives to both the public and private sector to implement eligible projects to reduce emissions from on-road, marine, locomotive, agriculture, and off-road engines. HSC section 44286(d) authorizes ARB to reserve up to 10 percent of Carl Moyer Program funding to directly fund any project that is a covered source. For Fiscal Year 2017-2018, ARB has allocated the state reserve funds towards off-road projects eligible for funding under the CMP guidelines. The Air District submitted an application to ARB requesting \$3.5 million in CMP funds to implement the CMP State Reserve program. Up to 6.25% of the funds received may be used for administrative costs associated with the implementation of the program.
- ***Funding Agricultural Reduction Measures for Emission Reductions (FARMER) Program Funds*** – In 2017 AB 134 and AB 109 appropriated \$135 million from the State Budget for Fiscal Year 2017-18 to the ARB for the reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector. ARB developed the FARMER Program to meet the Legislature’s objectives and help meet the State’s criteria, toxic and greenhouse gas emission reduction goals. The funding for the FARMER program comes from the following three sources: GGRF, the Air Quality Improvement Fund, and the Alternative and Renewable Fuel and Vehicle Technology Fund. The Air District submitted an application to ARB requesting \$5 million to implement the FARMER program in the Bay Area. Up to 6.25% of the funds received may be used for administrative costs associated with the implementation of the program.
- ***Low-Carbon Fuel Standard (LCFS) Mitigation Funding*** - ARB must provide \$4.5 million in mitigation funding to local air districts to reduce NOx emissions to offset increases of NOx from some biodiesel that had been approved from the ARB LCFS program. Funding will be provided to support CMP eligible projects, focusing on NOx reductions for purposes of cost effectiveness. Up to 6.25% of the funds received may be used for administrative costs associated with the implementation of the program.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Anthony Fournier, Mark Tang and Deanna Yee
Reviewed by: Karen Schkolnick, Chengfeng Wang and Ranyee Chiang

- Attachment 1: Summary of Carl Moyer Program and Mobile Source Incentive Fund projects with grant awards greater than \$100k (Evaluated between 3/19/18 and 4/5/18)
- Attachment 2: Summary of all Year 19 CMP and MSIF approved/eligible projects (between 10/12/17 and 4/5/18)
- Attachment 3: CMP and MSIF funding since 2009 by equipment category
- Attachment 4: Summary of all TFCA approved and eligible projects (evaluated between 7/1/17 and 4/5/18)
- Attachment 5: Summary of TFCA funds distributed by county and project category (evaluated between 7/1/17 and 4/5/18)
- Attachment 6: Draft Resolution Accepting Carl Moyer Program State Reserve Funds From the California Air Resources Board
- Attachment 7: Draft Resolution Accepting FARMER Incentive funding from the California Air Resources Board

AGENDA 3 - ATTACHMENT 1

Table 1 - Summary of Carl Moyer Program and Mobile Source Incentive Fund projects with grant awards greater than \$100k (Evaluated between 3/19/18 and 4/5/18)

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
19MOY84	Brian Collier (Charter fishing)	Marine	Replacement of two diesel marine engines	\$ 274,000.00	\$ 376,094.00	1.898	0.022	0.068	San Francisco
19MOY68	Morrison Chopping	Ag/ off-road	Replacement of one diesel tractor	\$ 321,300.00	\$ 401,666.00	2.844	0.259	0.162	Sonoma
19MOY81	Tyler Butler (Commercial fishing)	Marine	Replacement of two diesel marine engines	\$ 156,000.00	\$ 191,692.42	0.768	-0.015	0.031	San Mateo
19MOY92	L.H. Voss Materials	Off-road	Replacement of one diesel loader	\$ 165,160.00	\$ 206,453.90	0.638	0.058	0.036	Contra Costa
19MOY95	Bethel Island Municipal Improvement District	Off-road	Replacement of one diesel loader	\$ 109,000.00	\$ 309,037.00	0.356	0.034	0.018	Contra Costa
19MOY94	DJNI Engineering, Inc.	Off-road	Replacement of one diesel loader	\$ 175,200.00	\$ 219,090.00	0.835	0.076	0.048	Santa Clara
19MOY112	Miller Milling Company	Off-road	Replacement of one diesel railcar mover	\$ 297,425.00	\$ 487,065.00	0.378	0.047	0.025	Alameda
19MOY103	William Alexander (Commercial fishing)	Marine	Replacement of two diesel marine engines	\$ 164,000.00	\$ 206,791.00	1.063	0.019	0.040	Sonoma
19MOY144	West Marin Compost	Off-road	Replacement of one diesel loader	\$ 200,700.00	\$ 250,897.50	1.226	0.111	0.070	Marin
19MOY108	JPW Development Co., LLC	Off-road	Replacement of one diesel dozer	\$ 170,000.00	\$ 221,119.00	0.243	0.032	0.018	Solano
19MOY116	Noah Concrete Corporation	Off-road	Replacement of one diesel telehandler	\$ 148,100.00	\$ 185,185.00	0.463	0.061	0.042	Santa Clara
19MOY117	KKG Equipment Company, LLC	Ag/ off-road	Replacement of two diesel tractors	\$ 113,200.00	\$ 141,635.00	0.229	0.024	0.019	Napa
19MOY87	Hanson Aggregates Mid Pacific	Off-road	Replacement of seven pieces of off-road diesel equipment	\$ 2,515,000.00	\$ 5,178,085.04	11.142	0.637	0.375	Contra Costa
13 Projects				\$ 4,809,085.00	\$ 8,374,810.86	22.083	1.365	0.954	

AGENDA 3 - ATTACHMENT 1

Table 2 - Summary of Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 2/2/18 and 4/5/18)

Project #	Project Sponsor	Project Category	Project Description	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
						NO _x	ROG	PM	
18EV017	Palo Alto Unified School District	Electric Vehicle (EV) Charging Stations	Install and operate 74 single-port Level 2 (high) and 5 DC Fast charging stations with solar in Palo Alto	\$384,481	\$500,000	0.161	0.210	0.003	Santa Clara
18EV028	Peralta Community College District	EV Charging Stations	Install and operate 25 dual-port Level 2 (high) charging stations with solar in Alameda and Oakland	\$298,099	\$130,000	0.054	0.071	0.001	Alameda
18EV030	East Side Union High School District	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$219,784	\$500,000	0.282	0.368	0.005	Santa Clara
18EV034	San Jose Unified School District	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$219,784	\$500,000	0.282	0.368	0.005	Santa Clara
18EV037	Fremont Union High School District	EV Charging Stations	Install and operate 44 single port Level 2 (high) and 6 DC Fast charging stations in Cupertino and San Jose	\$202,643	\$199,500	0.122	0.159	0.002	Santa Clara
18EV039	West Valley-Mission Community College District	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Saratoga and Santa Clara	\$217,208	\$500,000	0.286	0.372	0.005	Santa Clara
18EV041	Foothill De-Anza Community College District	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Cupertino and Los Altos Hills	\$217,259	\$500,000	0.286	0.372	0.005	Santa Clara
7 Projects					\$2,829,500	1.47	1.92	0.03	

AGENDA 3 - ATTACHMENT 2

Summary of all Yr 19 CMP and MSIF approved/ eligible projects (between 10/12/17 and 4/5/18)

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY13	Ag/ off-road	Equipment replacement	1	\$ 51,224.00	Michael Viratos (Viratos Vineyards)	0.102	0.016	0.011	APCO	Solano
19MOY21	On-road	Equipment replacement	1	\$ 40,000.00	Allied Materials, Inc	0.751	0.109	0.008	APCO	Solano
19MOY16	Ag/ off-road	Equipment replacement	1	\$ 144,055.00	Achadinha Cheese, Inc.	1.189	0.114	0.062	12/20/2017	Sonoma
19MOY38	Locomotive	Equipment replacement	1	\$ 1,080,500.00	Oakland Global Rail Enterprise	1.801	0.108	0.042	12/20/2017	Alameda
19MOY20	Ag/ off-road	Equipment replacement	1	\$ 43,800.00	Bains Farms LLC	0.353	0.054	0.031	APCO	Solano
19MOY25	Ag/ off-road	Equipment replacement	1	\$ 45,200.00	Donald Buhman (Farmer)	0.091	0.015	0.010	APCO	Napa
19MOY24	Off-road	Equipment replacement	1	\$ 66,775.00	Dolan's Lumber of Concord	0.403	0.058	0.033	APCO	Contra Costa
19MOY14	On-road	Equipment replacement	1	\$ 60,000.00	Simon Chuong dba Simon Trucking	1.126	0.170	0.008	APCO	Santa Clara
19MOY2	Marine	Engine replacement	1	\$ 94,000.00	Lovely Martha Sportfishing	0.291	-0.009	0.018	APCO	San Francisco
19MOY10	Marine	Engine replacement	2	\$ 134,800.00	El Dorado Deep Sea Adventure	1.513	-0.022	0.060	12/20/2017	Contra Costa
19MOY15	Marine	Engine replacement	1	\$ 114,000.00	F/V Rose Marie Inc. (Commercial fishing)	0.254	-0.003	0.014	12/20/2017	San Francisco
19MOY1	Marine	Engine replacement	2	\$ 735,000.00	Amnav Maritime Corporation (Vessel: Sandra Hugh)	14.327	0.095	0.591	12/20/2017	Alameda
19SBP49	School bus	School bus replacement	4	\$ 496,459.22	San Jose Unified School District	0.480	0.047	0.000	12/20/2017	Santa Clara
19MOY4	Marine	Engine replacement	2	\$ 735,000.00	Amnav Maritime Corporation (Vessel: Revolution)	14.327	0.095	0.591	12/20/2017	Alameda
19MOY11	Ag/ off-road	Equipment replacement	1	\$ 41,110.00	Bob Balestra (Vineyard)	0.138	0.021	0.012	APCO	Solano
19MOY6	On-road	Equipment replacement	1	\$ 50,000.00	J&G Transportaion	1.058	0.159	0.055	APCO	Alameda
19MOY35	On-road	Equipment replacement	1	\$ 40,000.00	Manuel Portela Trucking	0.635	0.073	0.028	APCO	Santa Clara

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY28	Ag/ off-road	Equipment replacement	1	\$ 27,885.00	Scott T Murphy (Ranch/ farmer)	0.037	0.034	0.009	APCO	Sonoma
19MOY44	Ag/ off-road	Equipment replacement	2	\$ 62,800.00	Willowbrook Stables LLC	0.039	0.034	0.011	APCO	Sonoma
19MOY43	On-road	Equipment replacement	1	\$ 60,000.00	Khaira Trucking, LLC	1.297	0.196	0.000	APCO	Alameda
19MOY22	Marine	Engine replacement	1	\$ 59,000.00	Flash Sport Fishing, DBA, Flash Sport Fishing	0.176	0.001	0.009	APCO	San Francisco
19MOY19	On-road	Equipment replacement	1	\$ 60,000.00	G & C Trucking	1.032	0.138	0.045	APCO	Solano
19MOY39	Ag/ off-road	Equipment replacement	1	\$ 20,270.00	Cabrillo Farms Agriculture, Inc	0.096	0.015	0.008	APCO	San Mateo
19MOY67	On-road	Equipment replacement	1	\$ 60,000.00	Pawar Brothers Trucking	1.455	0.220	0.011	APCO	Santa Clara
19MOY36	On-road	Equipment replacement	1	\$ 20,000.00	Guru Nanak Trucking	1.028	0.155	0.008	APCO	Alameda
19MOY70	On-road	Equipment replacement	1	\$ 60,000.00	E.P.A Trucking LLC	0.894	0.119	0.039	APCO	San Mateo
19MOY48	Ag/ off-road	Equipment replacement	1	\$ 18,500.00	Corona Vineyard Management LLC	0.065	0.010	0.007	APCO	Napa
19MOY42	Ag/ off-road	Equipment replacement	1	\$ 51,700.00	Bains Farms LLC	0.335	0.044	0.025	APCO	Solano
19MOY47	Ag/ off-road	Equipment replacement	1	\$ 247,240.00	William Y. Gil dba Grass Farm	1.041	0.050	0.026	2/21/2018	Santa Clara
19MOY7	Marine	Engine replacement	2	\$ 140,000.00	Warrior Poet Sportfishing	0.679	0.011	0.026	2/21/2018	San Francisco
19MOY72	Off-road	Engine replacement	26	\$ 2,084,200.00	Independent Construction, Co.	9.410	0.499	0.269	2/21/2018	Contra Costa
19SBP53	School bus	School bus replacement	4	\$ 558,120.00	Fairfield-Suisun Unified School District	0.259	0.019	0.000	2/21/2018	Solano
19MOY59	Ag/ off-road	Equipment replacement	1	\$ 179,200.00	Kabeela, Inc.	0.625	0.060	0.033	2/21/2018	Santa Clara
19SBP8	School bus	School bus replacement	2	\$ 330,000.00	San Mateo Union High School District	0.195	0.017	0.000	3/7/2018	San Mateo

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19SBP86	School bus	School bus replacement	1	\$ 165,000.00	San Lorenzo Unified School District	0.082	0.007	0.000	3/7/2018	Alameda
19MOY83	On-road	Equipment replacement	1	\$ 40,000.00	Katakis Trucking	0.769	0.101	0.005	APCO	San Mateo
19SBP96	School bus	School bus replacement	2	\$ 264,500.00	San Lorenzo Unified School District	0.132	0.010	0.000	4/4/2018	Alameda
19SBP58	School bus	School bus replacement	15	\$ 2,018,169.00	Antioch Unified School District	1.302	0.105	0.000	4/4/2018	Contra Costa
19MOY84	Marine	Engine replacement	2	\$ 274,000.00	Brian Collier (Charter fishing)	1.898	0.022	0.068	TBD	San Francisco
19MOY68	Ag/ off-road	Equipment replacement	1	\$ 321,300.00	Morrison Chopping	2.844	0.259	0.162	TBD	Sonoma
19MOY78	Ag/ off-road	Equipment replacement	1	\$ 50,000.00	W. Hogue Vineyards, dba The Terraces	0.056	0.004	0.006	APCO	Napa
19MOY90	Ag/ off-road	Equipment replacement	2	\$ 77,700.00	Garvey Vineyard Management LLC	0.293	0.050	0.032	APCO	Napa
19MOY81	Marine	Engine replacement	2	\$ 156,000.00	Tyler Butler (Commercial fishing)	0.768	-0.015	0.031	TBD	San Mateo
19MOY92	Off-road	Equipment replacement	1	\$ 165,160.00	L.H. Voss Materials	0.638	0.058	0.036	TBD	Contra Costa
19MOY95	Off-road	Equipment replacement	1	\$ 109,000.00	Bethel Island Municipal Improvement District	0.356	0.034	0.018	TBD	Contra Costa
19MOY77	Ag/ off-road	Equipment replacement	1	\$ 35,725.00	KM Vineyard Services	0.103	0.018	0.010	APCO	Alameda
19MOY94	Off-road	Equipment replacement	1	\$ 175,200.00	DJNI Engineering, Inc.	0.835	0.076	0.048	TBD	Santa Clara
19MOY109	Ag/ off-road	Equipment replacement	1	\$ 36,500.00	Achadinha Cheese, Inc.	0.067	0.011	0.008	APCO	Sonoma
19MOY111	Ag/ off-road	Equipment replacement	1	\$ 40,000.00	Michael Wolf Vineyard Services Inc.	0.053	0.004	0.005	APCO	Napa
19MOY112	Off-road	Equipment replacement	1	\$ 297,425.00	Miller Milling Company	0.378	0.047	0.025	TBD	Alameda
19MOY113	Ag/ off-road	Equipment replacement	1	\$ 34,100.00	Schweiger Vineyards, Inc	0.067	0.012	0.008	APCO	Napa
19SBP79	School bus	School bus replacement	1	\$ 137,845.00	San Carlos School Elementary School District	0.098	0.008	0.000	4/4/2018	San Mateo

AGENDA 3 - ATTACHMENT 2

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
19MOY46	On-road	Equipment replacement	1	\$ 40,000.00	Likers Logistic Inc.	0.534	0.040	0.003	APCO	Alameda
19MOY103	Marine	Engine replacement	2	\$ 164,000.00	William Alexander (Commercial fishing)	1.063	0.019	0.040	TBD	Sonoma
19MOY89	Off-road	Equipment replacement	1	\$ 36,600.00	Winegrowers Farming Company	0.163	0.030	0.022	APCO	Napa
19MOY144	Off-road	Equipment replacement	1	\$ 200,700.00	West Marin Compost	1.226	0.111	0.070	TBD	Marin
19MOY108	Off-road	Equipment replacement	1	\$ 170,000.00	JPW Development Co., LLC	0.243	0.032	0.018	TBD	Solano
19MOY65	On-road	Equipment replacement	2	\$ 78,000.00	Herrera & Sons Two, Inc. dba family towing	0.767	0.068	0.019	APCO	Santa Clara
19MOY146	Off-road	Equipment replacement	1	\$ 37,300.00	Volker Eisele Family Estate LLC	0.052	0.013	0.008	APCO	Napa
19MOY17	On-road	Equipment replacement	1	\$ 15,000.00	Shah Trucking	0.831	0.123	0.042	APCO	Alameda
19MOY116	Off-road	Equipment replacement	1	\$ 148,100.00	Noah Concrete Corporation	0.463	0.061	0.042	TBD	Santa Clara
19MOY117	Ag/ off-road	Equipment replacement	2	\$ 113,200.00	KKG Equipment Company, LLC	0.229	0.024	0.019	TBD	Napa
19MOY87	Off-road	Equipment replacement	7	\$2,515,000.00	Hanson Aggregates Mid Pacific	11.142	0.637	0.375	TBD	Contra Costa
63 Projects			127	\$ 15,926,362.22		84.951	4.690	3.222		

AGENDA 3 - ATTACHMENT 2

Figure 1: CMP and MSIF Funding Distribution by Equipment Category as of 4/5/18

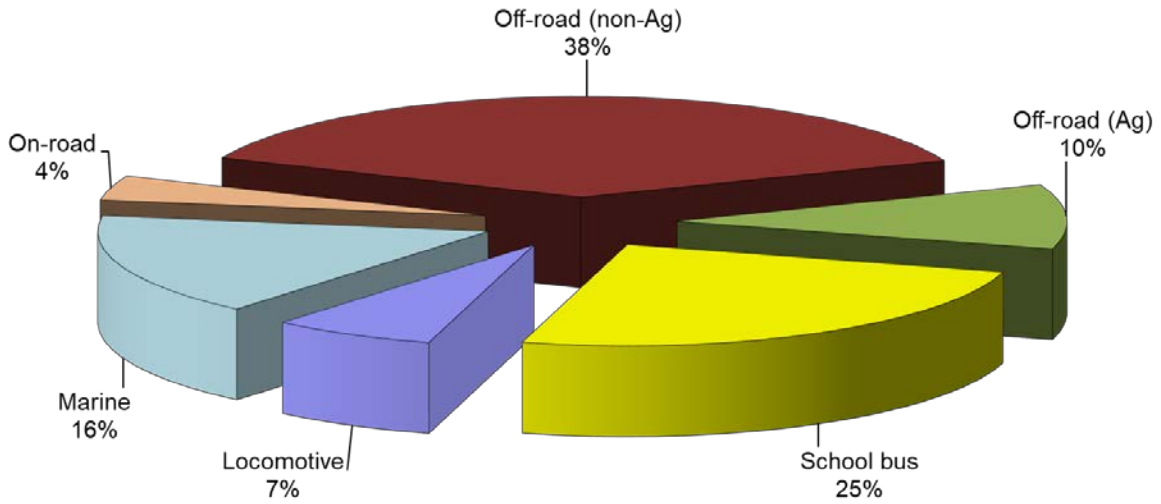
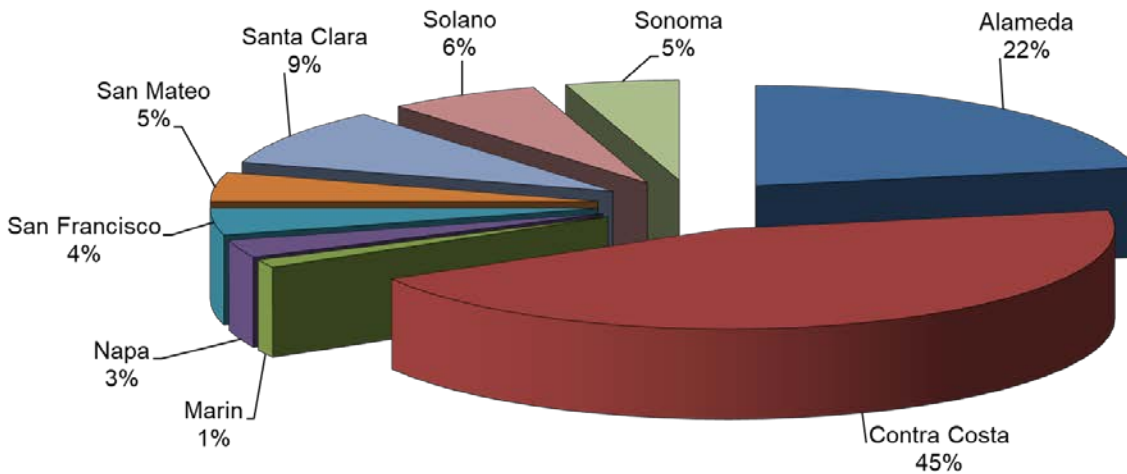


Figure 2: CMP and MSIF Funding Distribution by County as of 4/5/18



AGENDA 3 - ATTACHMENT 3

Figure 3: CMP and MSIF funding since 2009 by equipment category

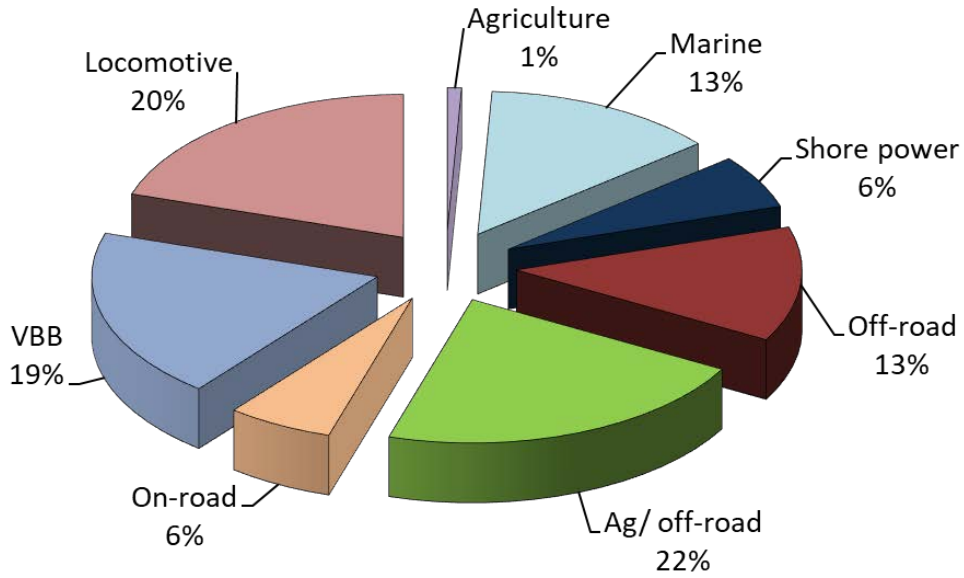
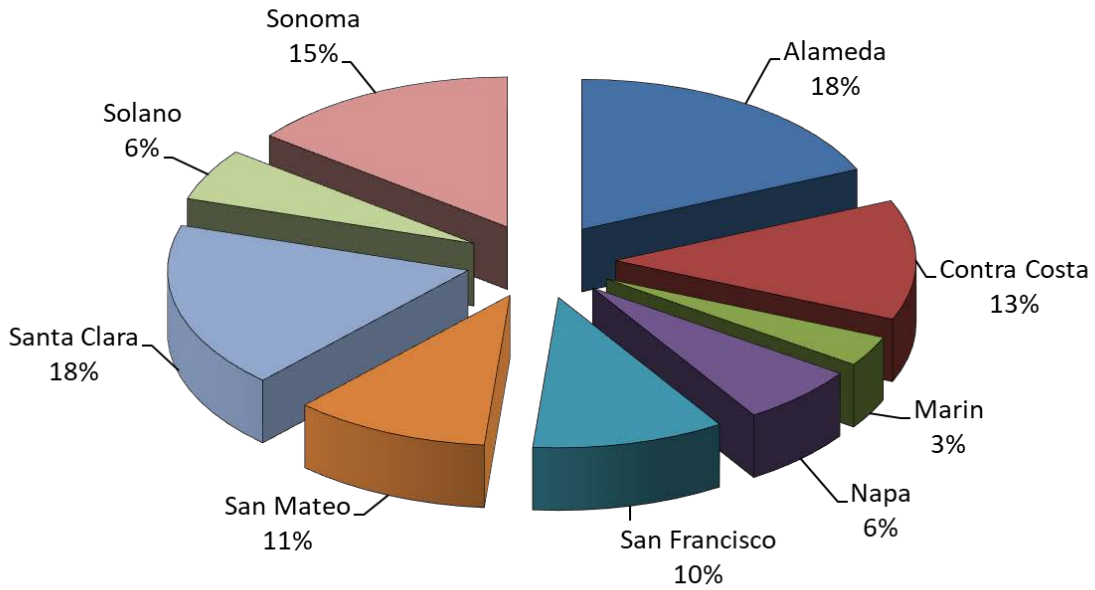


Figure 4: CMP and MSIF funding since 2009 by county



AGENDA 3 - ATTACHMENT 4

Summary of all TFCFA approved and eligible projects (evaluated between 7/1/17 and 4/5/18)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
Projects Pending Board Approval										
18EV017	Electric Vehicle (EV) Charging Stations	Install and operate 74 single-port Level 2 (high) and 5 DC Fast charging stations with solar in Palo Alto	\$500,000	Palo Alto Unified School District	0.161	0.210	0.003	Pending	No	Santa Clara
18EV028	EV Charging Stations	Install and operate 25 dual-port Level 2 (high) charging stations with solar in Alameda and Oakland	\$130,000	Peralta Community College District	0.054	0.071	0.001	Pending	Yes	Alameda
18EV030	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$500,000	East Side Union High School District	0.282	0.368	0.005	Pending	Yes	Santa Clara
18EV034	EV Charging Stations	Install and operate 150 single-port Level 2 (high) and 5 DC Fast charging stations in San Jose	\$500,000	San Jose Unified School District	0.282	0.368	0.005	Pending	Yes	Santa Clara
18EV037	EV Charging Stations	Install and operate 44 single port level 2 (high) and 6 DC Fast charging stations in Cupertino and San Jose	\$199,500	Fremont Union High School District	0.122	0.159	0.002	Pending	No	Santa Clara
18EV039	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Saratoga and Santa Clara	\$500,000	West Valley-Mission Community College District	0.286	0.372	0.005	Pending	No	Santa Clara
18EV041	EV Charging Stations	Install and operate 144 single-port Level 2 (high) and 4 DC Fast charging stations in Cupertino and Los Altos Hills	\$500,000	Foothill De-Anza Community College District	0.286	0.372	0.005	Pending	No	Santa Clara
Projects Approved										
17EV005	EV Charging Stations	Install and operate 5 single-port Level 2 (high) charging stations in Daly City, San Carlos, Menlo Park and Mountain View	\$15,000	Concept Hotels	0.008	0.011	0.000	7/11/17	No	San Mateo / Santa Clara
17EV009	EV Charging Stations	Install and operate 4 dual-port Level 2 (low) charging stations in Menlo Park and Cupertino	\$10,000	J Cyril Johnson Investment Corp	0.005	0.007	0.000	7/27/17	No	San Mateo / Santa Clara
17EV011	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in San Francisco	\$10,936	San Francisco Zoological Society	0.006	0.008	0.000	8/3/17	No	San Francisco
17EV013	EV Charging Stations	Install and operate 4 dual-port Level 2 (high) charging stations in San Jose	\$16,000	San Jose Healthcare System, LP	0.009	0.011	0.000	7/20/17	Yes	Santa Clara
17EV015	EV Charging Stations	Install and operate 14 dual-port Level 2 (high) charging stations in Santa Rosa and Petaluma	\$56,000	Sonoma County Junior College District	0.030	0.040	0.001	7/6/17	No	Sonoma
17EV016	EV Charging Stations	Install and operate 6 dual-port Level 2 (low) charging stations in Hayward	\$15,000	California State University, East Bay Foundation Inc.	0.008	0.011	0.000	7/18/17	No	Alameda
17EV018*	EV Charging Stations	Install and operate 182 single-port Level 2 (high) and 8 DC Fast charging stations with solar in Los Altos, Mountain View, and Los Altos Hills	\$1,400,763	Los Altos School District	0.390	0.508	0.008	10/4/17	No	Santa Clara
17EV019	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) chargers in San Jose	\$12,000	Asian Americans for Community Involvement of Santa Clara County, Inc.	0.007	0.009	0.000	8/28/17	Yes	Santa Clara
17EV020	EV Charging Stations	Install and operate 6 single-port Level 2 (high) charging stations in Los Altos Hills	\$29,078	Fremont Hills Country Club	0.018	0.024	0.000	7/20/17	No	Santa Clara
17EV021	EV Charging Stations	Install and operate 52 single-port Level 2 (high) charging stations in San Jose	\$156,000	North First SJ, LP	0.084	0.110	0.002	10/4/17	No	Santa Clara
17EV022	EV Charging Stations	Install and operate 26 single-port Level 2 (high) and 1 DC Fast charging stations in Los Altos	\$96,000	Mountain View Los Altos High School District	0.056	0.073	0.001	10/4/17	No	Santa Clara
17EV023	EV Charging Stations	Install and operate 3 single-port Level 2 (high) charging stations with solar in Richmond	\$18,000	San Francisco Estuary Institute	0.005	0.006	0.000	8/15/17	Yes	Contra Costa
17EV024	EV Charging Stations	Install and operate 20 single-port Level 2 (high) charging stations with solar in Cotati	\$120,000	Old Redwood Commons Association	0.033	0.042	0.001	10/4/17	No	Sonoma
17EV025	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in San Mateo	\$12,000	BCSP Crossroads Property LLC	0.007	0.009	0.000	8/17/17	No	San Mateo
17EV026	EV Charging Stations	Install and operate 3 dual-port Level 2 (high) charging stations in Half Moon Bay	\$12,000	City of Half Moon Bay	0.007	0.009	0.000	3/7/18	No	San Mateo
17EV027	EV Charging Stations	Install and operate 8 dual-port Level 2 (high) charging station in San Jose	\$32,000	Santa Clara Valley Transportation Authority	0.017	0.023	0.000	10/11/17	Yes	Santa Clara
17EV029	EV Charging Stations	Install and operate 4 single-port Level 2 (high) charging stations in Albany	\$12,000	City of Albany	0.007	0.009	0.000	11/13/17	Yes	Alameda
17EV031	EV Charging Stations	Install and operate 32 Level 2 (high) single port charging stations in Sunnyvale and Cupertino	\$96,000	Fremont Union High School District	0.052	0.068	0.001	11/14/17	No	Santa Clara
17R18	Bicycle Facilities	Install 0.31 miles of Class II and 10.48 miles Class III bikeways in Daly City	\$133,117	City of Daly City	0.071	0.093	0.138	10/4/17	No	San Mateo

AGENDA 3 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (evaluated between 7/1/17 and 4/5/18)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO _x	ROG	PM			
17R19	Bicycle Facilities	Install 0.36 miles of Class IV bikeways in Half Moon Bay	\$25,099	City of Half Moon Bay	0.003	0.004	0.006	9/13/17	No	San Mateo
17R20	Bicycle Facilities	Install 1.87 miles of Class II bikeways in Santa Rosa	\$201,907	City of Santa Rosa	0.027	0.039	0.050	10/4/17	No	Sonoma
17R21	Bicycle Facilities	Install 1.7 miles of Class II and 7.8 miles of Class III bikeways in San Leandro	\$139,128	City of San Leandro	0.030	0.040	0.059	10/4/17	Yes	Alameda
17R22	Bicycle Facilities	Install 3.05 miles of Class III bikeways in Redwood City	\$29,206	City of Redwood City	0.004	0.005	0.007	9/13/17	No	San Mateo
17R23	Bicycle Facilities	Install 0.8 miles of Class I bikeway in Albany	\$246,552	East Bay Regional Park District	0.030	0.040	0.059	10/4/17	Yes	Alameda
17R24	Bicycle Facilities	Install 7.76 miles of Class III and .7 miles of Class IV bikeways in Cupertino	\$138,359	City of Cupertino	0.017	0.024	0.031	10/4/17	No	Santa Clara
17R26	Bicycle Facilities	Install 0.28 miles of Class I bikeway in San Carlos	\$120,721	City of San Carlos	0.015	0.024	0.023	10/4/17	No	San Mateo
17R27	Bicycle Facilities	Install 20 electronic bicycle lockers in Richmond	\$40,000	City of Richmond	0.005	0.007	0.009	9/13/17	Yes	Contra Costa
17R28	Bicycle Facilities	Install 104 electronic bicycle lockers in San Jose	\$208,000	City of San Jose	0.026	0.037	0.048	10/4/17	Yes	Santa Clara
17R29	Bicycle Facilities	Install 40 electronic bicycle lockers in San Francisco	\$100,000	San Francisco Municipal Transportation Agency	0.014	0.019	0.028	9/13/17	Yes	San Francisco
17R30	Bicycle Facilities	Install 16 electronic bicycle lockers in Oakland	\$36,000	City of Oakland	0.005	0.007	0.009	9/13/17	Yes	Alameda
17R31	Bicycle Facilities	Install 74 bicycle racks and 8 electronic bicycle lockers in Fremont	\$21,550	City of Fremont	0.006	0.008	0.011	9/13/17	No	Alameda
17R32	Bicycle Facilities	Install 171 bicycle racks in Palo Alto	\$12,825	Palo Alto Unified School District	0.012	0.016	0.016	9/13/17	No	Santa Clara
18EV001	EV Charging Stations	Install and operate 244 Level 2 (high) single-port charging stations in San Jose, Campbell, and Saratoga	\$732,000	Campbell Union High School District	0.396	0.516	0.008	12/20/17	No	Santa Clara
18EV002	EV Charging Stations	Install and operate 5 dual-port Level 2 (high) charging stations in Mountain View and South San Francisco	\$15,000	HCP, Inc.	0.008	0.011	0.000	3/14/18	No	San Mateo / Santa Clara
18EV005	EV Charging Stations	Install and operate 2 dual-port Level 2 (high) and 1 single-port Level 2 (high) charging stations in Napa	\$11,000	Napa County Superintendent of Schools	0.006	0.008	0.000	1/3/18	No	Napa
18EV006	EV Charging Stations	Install and operate 1 dual-port level 2 (high) and 1 DC Fast charging stations in Emeryville	\$29,000	City of Emeryville	0.016	0.020	0.000	1/10/18	Yes	Alameda
18EV008	EV Charging Stations	Install and operate 20 dual-port Level 2 (high) charging stations in Pleasant Hill, San Pablo, San Ramon, and Pittsburg	\$80,000	Contra Costa Community College District	0.043	0.056	0.001	2/28/18	Yes	Contra Costa
18EV010	EV Charging Stations	Install and operate 5 dual-port level 2 (high) charging stations in Milpitas	\$20,000	Sonicwall Inc	0.011	0.014	0.000	1/17/18	No	Santa Clara
18EV011	EV Charging Stations	Install and operate 24 single-port level 2 (high) charging stations in San Jose	\$72,000	Vocera Communications, Inc.	0.039	0.051	0.001	11/22/17	Yes	Santa Clara
18EV012	EV Charging Stations	Install and operate 4 dual-port Level 2 (high) charging stations in San Jose	\$16,000	Pan Cal Corporation	0.009	0.011	0.000	1/3/18	No	Santa Clara
18EV014	EV Charging Stations	Install and operate 32 single-port level 2 (high) charging stations in San Jose	\$96,000	The Harker School	0.052	0.068	0.001	1/17/18	No	Santa Clara
18EV021	EV Charging Stations	Install and operate 14 dual-port and 3 single-port Level 2 (high) charging stations in San Rafael	\$65,000	County of Marin	0.035	0.046	0.001	3/14/18	No	Marin
18R05	Rideshare Services	SJSU Ridesharing & Trip Reduction	\$140,000	Associated Students, San Jose State University	0.808	0.920	1.282	11/1/17	Yes	Regional
18R06	Shuttle Services	ACE Shuttle 53 and 54	\$80,000	San Joaquin Regional Rail Commission	0.331	0.390	0.629	10/3/17	Yes	Alameda
18R07	Shuttle Services	ACE Shuttle Bus Program	\$960,000	Santa Clara Valley Transportation Authority	2.455	2.508	4.222	11/1/17	Yes	Santa Clara
18R09	Shuttle Services	PresidiGo Downtown Shuttle	\$100,000	Presidio Trust	0.213	0.267	0.364	10/3/17	Yes	San Francisco
18R10	Shuttle Services	Caltrain Shuttle Program	\$612,100	Peninsula Corridor Joint Powers Board	1.539	1.832	2.641	11/1/17	No	San Mateo / Santa Clara
18R11	Rideshare Services	511 Regional Vanpool & Carpool Program	\$991,000	Metropolitan Transportation Commission	0.802	1.783	3.507	11/1/17	Yes	Regional
18R12	Shuttle Services	Emery Go-Round Shuttle	\$238,819	City of Emeryville	0.233	0.270	0.415	11/1/17	Yes	Alameda
56 Projects			\$10,658,660		9.481	12.027	13.610			

*The award for Project #17EV018 includes \$99,900 of funds from the California Energy Commission (CEC), pending CEC's approval. The TFCA award for this project is \$1,300,863.

AGENDA 3 - ATTACHMENT 5

Summary of TFCA funds distributed by county and project category
(between 7/1/17 and 4/5/18)

Figure 1: TFCA Projects Awarded
Distributed by Project Category

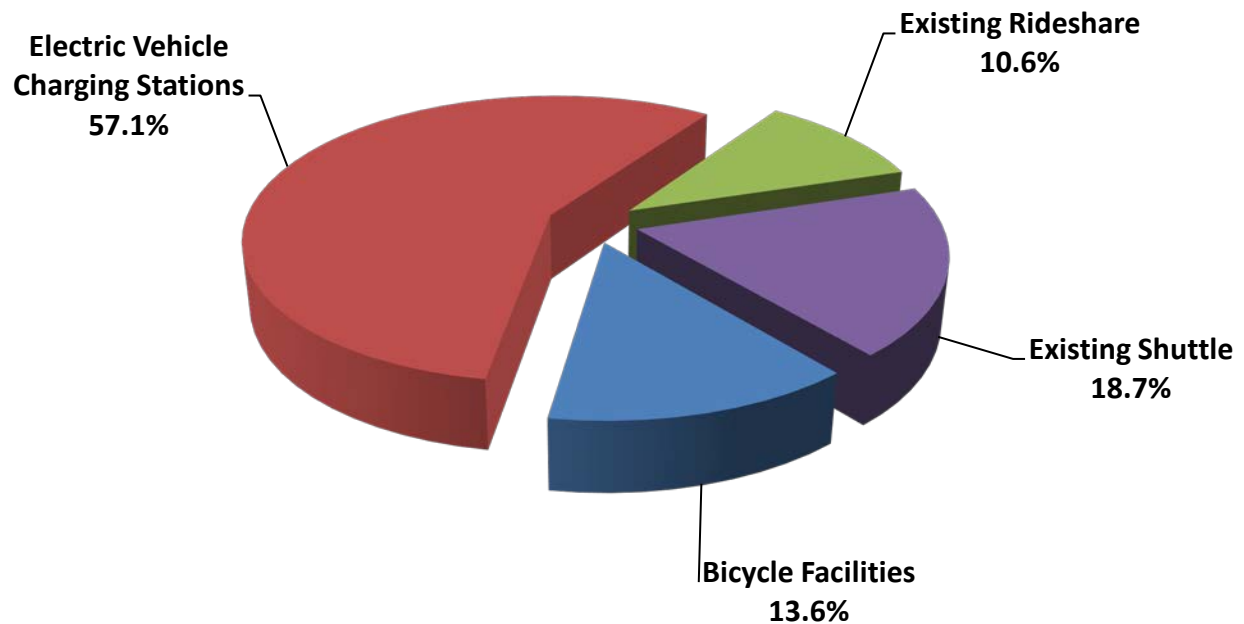
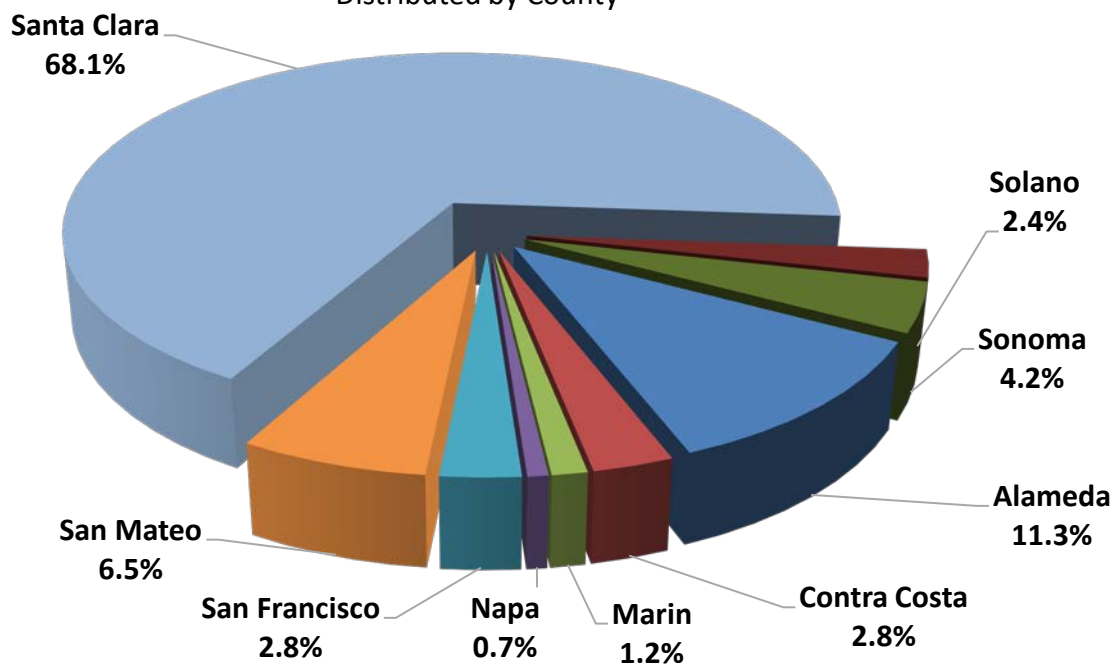


Figure 2: TFCA Projects Awarded
Distributed by County



AGENDA 3 - ATTACHMENT 6

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

RESOLUTION No. 2018 -

A Resolution Accepting Carl Moyer Program State Reserve Funds From the California Air Resources Board

WHEREAS, California Health and Safety Code Division 26, Part 5, Chapter 9, empowers the California Air Resources Board (ARB) to allocate Carl Moyer Program funds to local air quality districts to provide financial incentives to both the public and private sector to implement eligible projects to reduce emissions from on-road, marine, locomotive, agriculture, and off-road engines;

WHEREAS, California Health and Safety Code section 44286(d), authorizes ARB to reserve up to 10 percent of Carl Moyer Program funding to directly fund any project that is a covered source and is described in Section 44281;

WHEREAS, for Fiscal Year (FY) 2017-2018, ARB has allocated the state reserve funds towards off-road projects eligible for funding under the Carl Moyer Program guidelines;

WHEREAS, the Bay Area Air Quality Management District (District) submitted an application to ARB requesting \$3.5 million in Carl Moyer Program funds to implement the Carl Moyer Program state reserve program within the District for the fiscal year (FY) 2017-2018 (Year 20) cycle;

WHEREAS, the District may use up to 6.25 percent of the funds it receives to pay the reasonable costs of administering the incentive program;

WHEREAS, ARB will authorize a grant to the District to implement the Carl Moyer Program Year 20 state reserve, upon approval by the Board of Directors to accept such grant of funds;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors hereby approves the District's continued participation in the Carl Moyer Program state reserve and acceptance of the FY 2017-2018, Carl Moyer Program state reserve funds, to be awarded to eligible District projects in accordance with the ARB Carl Moyer Program guidelines.

BE IT FURTHER RESOLVED, the Executive Officer/Air Pollution Control Officer is hereby authorized and empowered to execute on behalf of the District grant agreements with ARB and all other necessary documents to implement and carry out the purposes of this resolution.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director _____, seconded by Director

AGENDA 3 - ATTACHMENT 6

_____, on the ____ day of _____, 2018, by the following vote of the Board:

AYES:

NOES:

ABSENT:

Dave Hudson
Chairperson of the Board of Directors

ATTEST:

Rod Sinks
Secretary of the Board of Directors

AGENDA 3 - ATTACHMENT 7

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

RESOLUTION No. 2018 -

Resolution Accepting FARMER Incentive Funding From the California Air Resources Board

WHEREAS, in 2017 AB 134 and AB 109 appropriated \$135 million from the State Budget for Fiscal Year (FY) 2017-18 to the California Air Resources Board (ARB) for the reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector;

WHEREAS, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program to meet the Legislature's objectives and help meet the State's criteria, toxic and greenhouse gas emission reduction goals;

WHEREAS, the funding for the FARMER program comes from the following three sources: Greenhouse Gas Reduction Fund (GGRF), the Air Quality Improvement Fund, and the Alternative and Renewable Fuel and Vehicle Technology Fund;

WHEREAS, the Bay Area Air Quality Management District (District) submitted an application to ARB requesting \$5 million in FARMER funds to implement projects pursuant to the FARMER Program guidelines;

WHEREAS, the District may use up to 6.25 percent of the funds it receives to pay the reasonable costs of implementing the incentive program;

WHEREAS, there are specific legislative requirements (e.g., expenditure records, quantification methodology, annual reporting, and disadvantaged/low income community investments) of the cap and trade proceeds that the District will need to adhere to;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors hereby approves the District's acceptance of the FARMER funds to be awarded to eligible projects in accordance with the legislative and applicable program requirements.

BE IT FURTHER RESOLVED, the Executive Officer/Air Pollution Control Officer is hereby authorized and empowered to execute on behalf of the District grant agreements with ARB and all other necessary documents to implement and carry out the purposes of this resolution.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director _____, seconded by Director _____, on the ____ day of _____, 2018, by the following vote of the Board:

AGENDA 3 - ATTACHMENT 7

AYES:

NOES:

ABSENT:

Dave Hudson
Chairperson of the Board of Directors

ATTEST:

Rod Sinks
Secretary of the Board of Directors

DRAFT

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 17, 2018

Re: Fiscal Year Ending (FYE) 2019 Transportation Fund for Clean Air (TFCA) Funding
Allocation

RECOMMENDED ACTIONS

The Committee will consider recommending Board of Directors:

1. Allocate \$15.03 million in new Transportation Fund for Clean Air (TFCA) monies to the programs and projects listed in Table 1;
2. Authorize the proposed cost-effectiveness limits for the Air District sponsored programs and projects listed in Table 2; and
3. Authorize the Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000 for projects and programs listed in Table 1.

BACKGROUND

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant sources of air pollution, including unhealthy levels of ozone (summertime "smog") and particulate matter, in the Bay Area. With more than 5.5 million on-road motor vehicles in the region, tailpipe emissions account for more than 40% of criteria air pollutants and about 36% of greenhouse gases (GHG) generated in the Bay Area.^{1,2} For this reason, emission reductions from the on-road transportation sector are essential to attaining state and federal ambient air quality standards and to meeting the region's GHG reduction commitments.

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 within the Air District's jurisdiction. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Each year, the Air District's Board of Directors (Board) allocates funding and adopts cost-effectiveness criteria that govern expenditure of TFCA funding.

¹ BAAQMD, [Bay Area Emissions Inventory Summary Report: Criteria Air Pollutants Base Year 2011](#), May 2014.

² BAAQMD, [Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011](#), January 2015.

TFCA is one of the Air District’s primary funding sources that provide funding to Bay Area residents and businesses to help offset a portion of the cost to implement eligible projects that reduce emissions from on-road motor vehicles. Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Vehicle Buy Back Program) and to a program referred to as the TFCA Regional Fund. The remaining forty percent (40%) of TFCA funds are pass-through funds to the designated County Program Managers in each of the nine counties within the Air District’s jurisdiction; these funds are distributed based on each county’s proportionate share of fee-paid vehicle registration.

This report discusses proposed allocation of the sixty percent of new TFCA monies that will accrue for and be available for FYE 2019, and the recommended cost-effectiveness limits for the FYE 2019 TFCA-funded Air District sponsored programs and projects.

DISCUSSION

In developing this recommendation, staff evaluated which incentive programs have been the most effective at reducing criteria emissions in the region to help achieve the emissions reduction strategies outlined in the 2017 Clean Air Plan, and considered input received over the past few years from the public, grantees, and the Board.

Staff is recommending that \$15.03 million in new TFCA monies (as shown in column A), which is estimated based on DMV revenues received in 2017, be allocated to the program categories listed below in Table 1. Table 1 also shows the approximate \$7.08 million in carryover funds (as shown in column B) that are available to augment the new revenues and are proposed for allocation to each program category in FYE 2019. Carryover is an estimate of remaining TFCA funds from prior years and from projects that were recently completed under budget or canceled.

Table 1 - Proposed Programs and TFCA Funding Allocation for FYE 2019 (in Millions)

Program Categories	(A) Estimated New TFCA Monies	(B) Estimated Carryover	(C) Estimated Total Funds Available in FYE 2019
Trip Reduction	\$5.00	\$1.00	\$6.00
Clean Air Vehicles	\$5.35	\$6.08	\$11.43
Spare the Air	\$2.31	\$0.00	\$2.31
Enhanced Mobile Source & Commuter Benefits Enforcement	\$0.55	\$0.00	\$0.55
Vehicle Buy Back	\$0.15	\$0.00	\$0.15
Admin & Audit	\$1.67	\$0.00	\$1.67
Total Available Funding:	\$15.03	\$7.08	\$22.11

A narrative description of the proposed FYE 2019 Regional Fund and Air District sponsored programs and projects (listed in Table 1) is provided below:

- ***Trip Reduction***

Reducing single occupancy motor vehicle trips is a key strategy to reducing mobile source emissions. For more than 25 years, TFCA revenues have been used to fund trip reduction strategies such as shuttle/feeder bus and ridesharing services, which help shift Bay Area residents and commuters to mass transit, and bicycle facilities, which facilitate biking and walking as alternatives to driving for short first- and last-mile trips. However, the emission reduction benefits of trip reduction projects have been declining over the past twenty-five years as the region's fleet of passenger vehicles has become significantly cleaner, and at a faster rate than medium- and heavy-duty vehicles. And, the diminishing air quality benefits to trip reduction projects has most significantly affected the Air District's ability to use TFCA funding for shuttle and feeder bus projects, which typically provide service with petroleum fueled medium- and heavy-duty vehicles.

For the past five years, Air District staff has been working to address these challenges by focusing on improving the methodology used for evaluating projects' cost-effectiveness to ensure that all air quality benefits are properly captured and by conducting extensive outreach to solicit input from stakeholders and interested parties on opportunities for funding alternatives to fixed-route bus service so that the TFCA can continue to support cost-effective trip reduction programs and services.

In FYE 2018, the Air District allocated \$11 million in TFCA funding to support various trip reduction programs (\$4 million in new revenues and \$7 million in carryover funds). To date, TFCA funding totaling \$3.12 million has been awarded to seven shuttle and rideshare projects. In addition, the Air District is currently evaluating applications from a bicycle facilities solicitation that closed in March, and is currently conducting a solicitation for a new pilot trip reduction program to support the demonstration of new, innovative, and cost-effective first- and last-mile solutions that connect to mass transit.

For FYE 2019, staff is recommending that a similar funding strategy be used, whereby \$6 million in funding (\$5 million in new TFCA funds and \$1 million in carryover funds) in addition to any carryover funds from the FYE 2018 cycle that go unawarded, be allocated to the proposed Trip Reduction program categories listed below:

- ***Existing Shuttle and Ridesharing:*** This solicitation would open in fall 2018 and offer up to \$4 million, which is consistent with the funding level offered for the past eight years.
- ***Pilot Trip Reduction:*** A solicitation for this program would open by early 2019 and offer \$2 million, plus any left-over funding from the FYE 2019 shuttle and ridesharing program and FYE 2018 pilot trip reduction and bicycle facility solicitations.

- ***Bicycle Facilities:*** Should any funding remain in the Trip Reduction category, staff proposes opening a non-competitive first-come, first-served solicitation that would offer funding for secure bicycle parking, including racks and lockers.

- ***Clean Air Vehicles***

Accelerating the adoption of zero-emission vehicles is the other key strategy to reducing on-road motor vehicle emissions and improving air quality in the Bay Area. The Air District's 2017 Clean Air Plan calls for at least 90 percent of the motor vehicle fleet in the Bay Area going to zero emission by 2050. Electrification of all sectors of transportation, including wide-scale adoption of plug-in electric vehicles (PEVs) is essential to reaching this target and helping the region achieve local, state, and federal criteria pollutants and GHG emissions reduction targets.

Since 2010, the Air District has awarded nearly \$20 million in TFCA funding to support the deployment of electric passenger cars, trucks and buses, and charging infrastructure. As of early 2018, the Air District's investment has directly resulted in the deployment of more than 1,500 passenger electric vehicles, 200 heavy-duty vehicles, 1,050 publicly available level 2 and DC Fast chargers, and over 1,400 residential chargers. At the forefront of these efforts, the Air District's *Charge!* Program has helped increase the number of publicly available charging stations in the Bay Area by 18%, making the Bay Area home to one of the most robust charging networks in the nation.

The TFCA-funded incentive programs are also augmented by other Air District efforts to accelerate PEV adoption in the Bay Area, including conducting outreach activities to promote new PEVs and charging technologies on the market, facilitating a forum to share best practices, and encouraging local agencies to adopt PEV-friendly ordinances. The Air District's efforts, in combination with other initiatives, have contributed to the Bay Area's high per-capita adoption rate of PEVs (13 registered light duty PEVs per 1,000 people). The Bay Area leads the United States in PEV adoption with more than 100,000 light duty PEVs (nearly 40% of the PEVs registered in California) being registered to residents and businesses in the region.

For FYE 2019, staff is recommending to continue these efforts through a \$11.43 million allocation of TFCA funds (\$5.35 million in new TFCA monies and approximately \$6.08 million in carryover funds), to the Clean Air Vehicle category. The allocation will support the programs listed below:

- ***PEV Charging Stations:*** Funding will be used to support deployment of publicly available PEV chargers throughout the region through the *Charge!* Program. In FYE 2019, special emphasis will be placed on targeting installations in multi-family dwellings, transit park-and-rides, and CARE areas.
- ***Zero-emissions Light-Duty Fleets and Heavy-Duty Vehicles:*** Funding will be used to provide incentives to public and private operators for the lease or purchase of three or more light-duty clean air vehicles or one or more heavy or medium-duty trucks and buses

that will be operated in the Air District's jurisdiction. In FYE 2019, special emphasis will be placed on targeting school and transit fleets.

Clean Air Vehicle Program funds will also be used to support the implementation of the Enhanced Fleet Modernization Program (EFMP), a new effort that will provide funding to qualifying low-income residents to purchase new and used light duty PEVs and to transition to other clean mobility options, and to partner with the Metropolitan Transportation Commission on outreach and other light-duty PEV related activities.

Other Air District Sponsored Programs:

TFCA funds have also been used to support other Air District efforts to reduce trips and accelerate adoption of clean air vehicles. For FYE 2019, staff is recommending an allocation of \$3.01 million of new TFCA monies for the following programs:

- ***Spare the Air:*** For FYE 2019, staff is recommending \$2.31 in new TFCA funds for the "Spare the Air" program, which continues to be the Air District's flagship public outreach program for the summer ozone season. This program conducts advertising, media, and educational activities to reduce vehicle miles traveled (VMT) and emissions by behavior modification.
- ***Enhanced Mobile Source & Commuter Benefits Program Enforcement:*** This program helps to enhance Air District patrols for smoking vehicles and offsets the cost of drayage truck regulation enforcement at the Port of Oakland. Additionally, this program supports Air District staff's enforcement activities associated with the Commuter Benefits Program, including providing compliance assistance and conducting outreach to companies and government agencies. For FYE 2019, staff is recommending \$0.55 in new TFCA funds for this program.
- ***Vehicle Buy Back:*** The Vehicle Buy Back program is a voluntary grant program that pays \$1,000 to scrap an operating and registered model year 1996 or older vehicle. The Carl Moyer Program and the Mobile Source Incentive Fund provides funding for the \$1,000 incentive, which has totaled approximately \$7 million annually. TFCA funding is used to support administrative and marketing efforts undertaken by the Air District's contractors. For FYE 2019, staff is recommending a \$150,000 allocation in new TFCA monies for this program.

TFCA Cost-Effectiveness

Cost-effectiveness (C/E) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NO_x), and weighted particulate matter (PM₁₀) over a project's operational period (POP). For the programs and projects that will be offered under the Regional Fund, staff will return to the Mobile Source Committee with a recommendation for C/E limits later this Spring. For programs and projects sponsored directly by the Air District in FYE 2019, staff recommends maintaining the same C/E limits that were approved by the Board for FYE 2018 with one exception. The C/E limit for publicly available charging stations has historically been \$250k. Recognizing the importance of incorporating renewable power with charging stations, the Board adopted a higher (more lenient)

C/E limit, \$500k, for the installation of charging stations that are paired with new renewable power such as wind and solar. For FYE 2019, staff is recommending expanding this higher \$500k C/E limit for projects that install charging stations at multi-dwelling units (MDUs), transit stations, and park and ride lot facilities. This increase in will help address the challenges and barriers of installing charging stations at MDUs and accelerate the adoption of PEVs by MDU residents and commuters who need to drive to connect to transit or rideshare.

The proposed cost-effectiveness limits and POP for each of the Air District sponsored programs is shown in Table 2:

Table 2 – Proposed Cost-Effectiveness and POP for Air District Sponsored Programs

Program Categories	Max. C/E	POP	Notes
	(per ton of emissions reduced)	(in Years)	
Bicycle Racks (BRVP)	\$250,000	3	No Change
PEVs for Public Agencies	\$450,000	3	No Change
PEV Outreach	\$250,000	3	No Change
PEV Charging Stations	\$250,000	4	No Change
	\$500,000*		No Change
Spare the Air	\$90,000	1	No Change
Enhanced Mobile Source & Commuter Benefits Enforcement	\$90,000	1	No Change
Vehicle Buy Back	\$90,000	3	No Change

*This higher C/E limit is for projects that:

- Install charging stations at MDUs, transit stations, and park and ride lot facilities;
- Install charging stations that incorporate installation of new renewable power (i.e., solar or wind).

Administration

Per Board of Directors direction on April 19, 2017, it is proposed that the Executive Officer/APCO continue to approve Grant Agreements with individual grant award amounts up to \$100,000. TFCA projects with grant award amounts over \$100,000 will continue to be brought to the Committee for consideration at least on a quarterly basis.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Director/APCO

Prepared by: Chengfeng Wang and Ken Mak
Reviewed by: Karen Schkolnick

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: April 17, 2018

Re: Fiscal Year Ending (FYE) 2019 Transportation Fund for Clean Air (TFCA) County
Program Manager Expenditure Plans

RECOMMENDED ACTIONS

The Committee will consider recommending Board of Directors:

1. Approve the allocation of new Fiscal Year Ending (FYE) 2019 Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Expenditure Plans Funds listed in Table 1; and
2. Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for the total funds to be programmed in FYE 2019, listed in Table 1.

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 and distributes these fee revenues through its TFCA program, whose requirements are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent (60%) of TFCA funds are allocated directly by the Air District to eligible programs and projects. The remaining forty percent (40%) of TFCA funds are pass-through funds to the designated CPM in each of the nine counties within the Air District's jurisdiction; these funds are distributed based on each county's proportionate share of fee-paid vehicle registration.

Every year, each CPM submits an expenditure plan to the Air District specifying the TFCA funding available for projects and program administration for the upcoming fiscal year. The authorizing legislation allows CPMs to spend up to 6.25% of new TFCA monies.

Pursuant to HSC Section 44241, CPMs are required to award any available TFCA funds to eligible projects within six months of the Air District Board of Directors’ (Board) approval of the expenditure plans. Any funds that have not been allocated by the deadline will be awarded by the Air District. For FYE 2019, the CPM policies and cost-effectiveness criteria were adopted by the Board on November 1, 2017.

DISCUSSION

The Air District received expenditure plans from all nine CPMs for FYE 2019. Table 1 shows the funds that are estimated to be available to CPMs in FYE 2019:

- **Column A** (highlighted in blue) shows the amount of new TFCA funds (revenue monies) that are projected for each county in FYE 2019, which are estimated based on previous years’ DMV revenue and based on each county’s proportionate share of fee-paid vehicle registration.
- **Column B** shows the amount of TFCA carry-over funds that were reported by CPMs in their expenditure plans that are available for reprogramming from prior-year projects that were recently completed under budget or canceled, and from any interest earned.
- **Column C** shows the sum of columns A and B, and is the total amount of funds that are estimated to be available to each of the nine CPMs in FYE 2019.

Table 1: FYE 2019 TFCA Funding for County Program Managers

	A	B	C
County Program Manager	Estimated New TFCA Funds	TFCA Funds to be Reprogrammed	Total FYE 2019 Funds
Alameda County Transportation Commission	\$1,955,286	\$445,759	\$2,401,045
Contra Costa Transportation Authority	\$1,694,929	\$5,270	\$1,700,199
Transportation Authority of Marin	\$366,692	\$17,140	\$383,832
Napa Valley Transportation Authority	\$206,898	\$7,329	\$214,227
San Francisco County Transportation Authority	\$759,899	\$51,838	\$811,737
San Mateo City/County Association of Governments	\$1,139,802	\$1,292	\$1,141,094
Santa Clara Valley Transportation Agency	\$2,560,629	\$231,664	\$2,792,293
Solano Transportation Authority	\$348,529	\$5,052	\$353,581
Sonoma County Transportation Authority	\$637,534	\$8,443	\$645,977
TOTAL	\$9,670,198	\$773,787	\$10,443,985

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Linda Hui
Reviewed by: Chengfeng Wang and Karen Schkolnick