THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM

- THE PUBLIC MAY OBSERVE THIS MEETING THROUGH THE WEBCAST BY CLICKING THE LINK AVAILABLE ON THE AIR DISTRICT’S AGENDA WEBPAGE AT
  
  www.baaqmd.gov/bodagendas

- THE PUBLIC MAY PARTICIPATE REMOTELY VIA ZOOM AT THE FOLLOWING LINK OR BY PHONE
  
  https://bayareametro.zoom.us/j/84455214794

  (669) 900-6833 or (408) 638-0968

  WEBINAR ID: 844 5521 4794

- THOSE PARTICIPATING BY PHONE WHO WOULD LIKE TO MAKE A COMMENT CAN USE THE “RAISE HAND” FEATURE BY DIALING “*9”. IN ORDER TO RECEIVE THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE
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.

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. Members of the public who wish to speak on matters on the agenda for the meeting, will have three minutes each to address the Committee. No speaker who has already spoken on that item will be entitled to speak to that item again.

Staff/Phone (415) 749-

2. APPROVAL OF THE MINUTES OF OCTOBER 19, 2020

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source Committee meeting of October 19, 2020.

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

K. Schkolnick/5070
kschkolnick@baaqmd.gov

The Committee will consider recommending the Board of Directors approve the award of Carl Moyer Program and Transportation Fund for Clean Air Program funding to projects with proposed grant awards in excess of $100,000 and authorizing the Executive Officer/APCO to execute grant agreements for the recommended projects.
4. REPORT ON TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROJECTS EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING 2020

K. Schkolnick/5070
kschkolnick@baaqmd.gov

The Committee will receive an informational report summarizing the findings of the Fiscal Year Ending 2020 Report of Expenditures and Effectiveness of Transportation Fund for Clean Air (TFCA) Regional Fund and Air District-sponsored projects.

5. TRANSPORTATION FUND FOR CLEAN AIR PROGRAM REGIONAL FUND PROJECTS - AUDIT #21 RESULTS

K. Schkolnick/5070
kschkolnick@baaqmd.gov

The Committee will receive an informational report summarizing the findings of the financial and compliance audits (Audit #21) of Transportation Fund for Clean Air (TFCA) Regional Fund projects.

6. PUBLIC COMMENT ON NON-AGENDA MATTERS

Members of the public who wish to speak on matters not on the agenda for the meeting, will have three minutes each to address the Committee.

7. COMMITTEE MEMBER COMMENTS

Any member of the Committee, 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, January 28, 2021, at 9:30 a.m. via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

9. ADJOURNMENT

The Committee meeting shall be adjourned by the Committee Chair.
• 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, Terri Levels, at (415) 749-4667 or by email at tlevels@baaqmd.gov
### DECEMBER 2020

<table>
<thead>
<tr>
<th>TYPE OF MEETING</th>
<th>DAY</th>
<th>DATE</th>
<th>TIME</th>
<th>ROOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Board of Directors Special Meeting</td>
<td>Wednesday</td>
<td>2</td>
<td>9:00 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors Legislative Committee - CANCELLED</td>
<td>Thursday</td>
<td>3</td>
<td>9:00 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors Mobile Source Committee</td>
<td>Thursday</td>
<td>3</td>
<td>11:30 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Advisory Council Meeting</td>
<td>Thursday</td>
<td>3</td>
<td>2:00 p.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors Ad Hoc Committee on Equity, Access, and Inclusion</td>
<td>Monday</td>
<td>14</td>
<td>9:30 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors Special Meeting</td>
<td>Wednesday</td>
<td>16</td>
<td>9:00 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors &amp; Advisory Council Joint Meeting</td>
<td>Wednesday</td>
<td>16</td>
<td>10:00 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
<tr>
<td>Board of Directors Stationary Source Committee</td>
<td>Thursday</td>
<td>17</td>
<td>11:30 a.m.</td>
<td>Webcast only pursuant to Executive Order N-29-20</td>
</tr>
</tbody>
</table>

AD – 11/25/2020 – 12:10 PM
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson David Canepa and Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 19, 2020

Re: Approval of the Minutes of October 19, 2020

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source Committee (Committee) meeting of October 19, 2020.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source Committee meeting of October 19, 2020.

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 October 19, 2020
Draft Minutes – Mobile Source Committee Meeting of October 19, 2020

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
Monday, October 19, 2020

This meeting was conducted under procedures authorized by executive order N-29-20
issued by Governor Gavin Newsom. Members of the committee participated by
teleconference.

1. CALL TO ORDER – ROLL CALL

Mobile Source Committee (Committee) Chair, David Canepa, called the meeting to order at 9:32 a.m.

   Present:  Chairperson David Canepa; Vice Chair Tyrone Jue; and Directors Pauline
   Russo Cutter, Scott Haggerty, David Hudson, Liz Kniss, Karen Mitchoff,
   Katie Rice, and Lori Wilson.

   Absent:   None.

   Also Present:  Board Chairperson Rod Sinks.

2. APPROVAL OF THE MINUTES OF SEPTEMBER 24, 2020

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hudson made a motion, seconded by Director Cutter, to approve the Minutes of
September 24, 2020; and the motion carried by the following vote of the Committee:

   AYES:  Canepa, Cutter, Haggerty, Hudson, Kniss, Mitchoff, Rice, Sinks.
   NOES:  None.
   ABSTAIN:  None.
   ABSENT:  Jue, Wilson.
3. PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER $100,000

Karen Schkolnick, Division Director of Strategic Incentives, introduced Ken Mak, Supervising Staff Specialist, who gave the staff presentation Projects and Contracts with Proposed Awards Over $100,000, including: overview; Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), Community Health Protection (CHP), and Funding Agricultural Replacement Measures for Emission Reductions (FARMER) project recommendations over $100,000; Transportation Fund for Clean Air (TFCA) project recommendations over $100,000; incentive funding awarded and recommended since July 2020 by funding source, project category, and county; incentive funding offered by Air District; and recommended actions.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the variability of projects’ cost-effectiveness, and why some projects perform better than others; the need for additional grants for public charging stations; the hope that grants are intentionally awarded to projects within Air District Community Air Risk Evaluation areas; and whether the Carl Moyer Program can fund fireplace replacement projects.

Committee Action

Director Hudson made a motion, seconded by Board Chair Sinks, to recommend that the Board approve recommended projects with proposed grant awards over $100,000 and authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended projects;

AYES: Canepa, Cutter, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks.
NOES: None.
ABSTAIN: None.
ABSENT: Wilson.

4. PROPOSED UPDATES TO THE TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER FUND POLICIES FOR FISCAL YEAR ENDING (FYE) 2022

Ms. Schkolnick introduced Hannah Cha, Staff Specialist, who gave the staff presentation Proposed Updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for FYE 2022, including: overview; TFCA; tentative timeline for update to FYE 2022 policies; summary of proposed updates for FYE 2022 general policies and clean air vehicles and trip reduction; coordination with County Program Managers on policies; and recommended action.

Public Comments

No requests received.
Committee Comments

The Committee and staff discussed how eligible bicycle projects for Updated Policy #30 can be identified and groomed for the necessary environmental review process; types of projects the telecommuting policy may yield; whether the Air District is providing funds for electric bicycles; the status of all Air District bicycle funding programs; and local jurisdictions’ current practices for decommissioning old fleet vehicles, and the suggestion that the Air District help compile and share these practices.

Committee Action

Director Kniss made a motion, seconded by Director Rice, to recommend that the Board approve proposed updates to the Transportation Fund for Clean Air County Program Manager Regional Fund Policies for Fiscal Year Ending 2022; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks.
NOES: None.
ABSTAIN: None.
ABSENT: Wilson.

5. PROPOSED ALLOCATION OF MOBILE SOURCE INCENTIVE FUNDS FOR ELECTRIC VEHICLE CHARGING PROJECTS

NOTED PRESENT: Director Wilson was noted present at 9:57 a.m.

Anthony Fournier, Technology Implementation Officer, introduced Mark Tang, Staff Specialist, who gave the staff presentation Allocation of Mobile Source Incentive Funds for Electric Vehicle (EV) Charging Projects, including: overview; MSIF and TFCA; Charge! program and facility types; Bay Area EV chargers; Charge! program FYE 2021; and recommended action.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the currently designated Assembly Bill (AB) 617 communities in the Bay Area; the need for Charge! program projects in the Northern Bay Area counties; and the needs assessment that has been conducted in the Bay Area for EV charging infrastructure.
Committee Action

Director Hudson made a motion, seconded by Director Kniss, to recommend that the Board approve allocating $1 million in Mobile Source Incentive Funds for electric vehicle charging projects at multi-unit dwellings in AB 617 communities; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Haggerty, Hudson, Jue, Kniss, Mitchoff, Rice, Sinks, Wilson.
NOES: None.
ABSTAIN: None.
ABSENT: None.

6. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

7. COMMITTEE MEMBER COMMENTS

Board Chair Sinks announce that the Air District is hosting Climate Tech Marketplace 2020 on October 22, 2020, from 10:00 a.m. to 1:00 p.m. This free online event will showcase emerging technologies that reduce greenhouse gases, bringing together technology developers, local governments, investors, and potential technology customers. The event will also feature panel discussions on climate resilience, equity, and government innovation, as well as a live technology exhibitor showcase. Registration can be found on the Air District’s website.

8. TIME AND PLACE OF NEXT MEETING

At the conclusion of the meeting, it was announced that the next meeting would be scheduled at the Call of the Chair. After the meeting adjourned, the next meeting was scheduled for Thursday, December 3, 2020, at 11:30 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

9. ADJOURNMENT

The meeting adjourned at 10:46 a.m.

Marcy Hiratzka
Clerk of the Boards
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson David Canepa and Members of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 19, 2020

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

RECOMMENDED ACTIONS

Recommend Board of Directors:

1. Approve recommended projects with proposed grant awards over $100,000 as shown in Attachment 1; and

2. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended 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 (CARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (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 (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.

On March 4, 2020, the Board of Directors (Board) authorized Air District participation in Year 22 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 2017, AB 617 directed the CARB, in conjunction with local air districts to establish the Community Air Protection Program (CAPP). 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. AB 617 includes a variety of strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the State, stronger regulation of pollution sources, and incentives for both mobile and stationary sources. Funding for incentives to support the AB 617 effort was approved by the California Legislature beginning in fiscal year ending (FYE) 2018. Funding for the CAPP comes from the State’s Greenhouse Gas Reduction Fund (GGRF), which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases.

In May 2020, the Governor issued a revised budget that authorized up to $200 million for a third cycle of CAPP incentive funding. On June 17, 2020, the Board authorized the Air District to accept, obligate, and expend up to $40 million in year-3 CAPP funding. These funds are primarily distributed through the Air District’s Community Health Protection Grant Program to implement projects eligible under the CMP and optionally on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Staff has also begun working with CARB to expand eligibility to include stationary source projects and projects that are identified as priorities by communities with a State-approved Community Emissions Reduction Program, pursuant to HSC Section 44391.2.

CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines in February 2018 that outlines requirements for eligible equipment, e.g., agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations. On October 21, 2019, CARB's Executive Officer approved an update to the FARMER Program Guidelines to include eligibility criteria for demonstration projects. The 2020 California State Budget appropriated $65 million in Fiscal Year 2019-20 GGRF funds to the CARB for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector through the FARMER Program. On November 20, 2019, the Board authorized the Air District’s participation in the current cycle of the FARMER program.

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 and requirements for the Transportation Fund for Clean Air (TFCA) 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 program) and to a program referred to as the Regional Fund. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. The remaining forty percent of TFCA funds are pass-through funds that are awarded to the designated County Program Manager in each of the nine counties within the Air District’s jurisdiction.
On April 15, 2020 and July 15, 2020, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in FYE 2021, cost-effectiveness limits for Air District-sponsored FYE 2021 programs, and the Executive Officer/APCO to execute grant agreements and amendments for projects with individual grant award amounts up to $100,000. On June 3, 2020, the Board adopted policies and evaluation criteria for the FYE 2021 Regional Fund program.

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 CARB, the Board, and other funding agencies.

DISCUSSION

Carl Moyer Program and Community Health Protection Grant Program:

For the FYE 2021, the Air District had approximately $45.9 million available in new CMP, MSIF, Community Health Protection Grant Program, and FARMER funds for eligible projects, including approximately $3.4 million from prior year funds. The Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis.

As of November 2, 2020, the Air District had received or evaluated 27 project applications. Of the applications that were evaluated between September 26, 2020 and November 2, 2020, eight eligible projects have proposed grant awards over $100,000. Three marine projects will replace four pieces of diesel engines to cleaner engines. Five off-road projects will replace five pieces of mobile, diesel-powered agricultural equipment and seven pieces of diesel-powered construction equipment. These projects will reduce over 13.6 tons of NOx, ROG, and PM per year. Staff recommends the allocation of $2,739,150 for these projects from a combination of CMP, FARMER, Community Health Protection, and MSIF revenues. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2 lists all of the eligible projects that have been awarded by the Air District between July 1, 2020 and November 2, 2020, and includes information about equipment category, award amounts, estimated emissions reductions, and county location. To date, approximately 39% of the funds have been awarded to projects that reduce emissions in Air District designated Community Air Risk Evaluation, or CARE, areas, and approximately 48% have been awarded to projects benefitting disadvantaged (SB 535) and low-income (AB 1550) communities.

Transportation Fund for Clean Air Program:

For the FYE 2021, the Air District had approximately $31.44 million in TFCA monies available for eligible projects and programs. The Air District accepts project applications for certain project categories on a rolling basis and evaluates them on a first-come, first-served basis.
As of November 2, 2020, the Air District had received six project applications. Of the applications that were evaluated between September 26, 2020 and November 2, 2020, there is one project with proposed grant award over $100,000. This project will provide incentives to shift single-occupancy modes going through the congested State Route 37 to ridesharing and will reduce over 0.387 tons of NOx, ROG, and PM per year. Staff recommends allocating $184,500 in TFCA funds for this project. Attachment 1, Table 2, provides additional information on this project.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2020 and November 2, 2020, including information about the project category, award amount, estimated emissions reduction, and county location. To date, approximately 31% of the funds have been awarded to projects that reduce emissions in Air District designated Community Air Risk Evaluation, or CARE areas, and approximately 40% have been awarded to projects benefitting disadvantaged (SB 535) and low-income (AB 1550) communities.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The Air District distributes the CMP, MSIF, Community Health Protection Grant Program, and TFCA funding to project sponsors on a reimbursement basis. Funding for administrative costs is provided by each funding source.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by:  Alona Davis, Linda Hui, and Ken Mak
Reviewed by:  Karen Schkolnick and Chengfeng Wang

Attachment 1:  Projects with grant awards greater than $100,000
Attachment 2:  CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated between 7/1/20 and 11/2/20
Attachment 3:  TFCA projects awarded and allocated projects between 7/1/20 and 11/2/20
Attachment 4:  Summary of funding awarded and allocated between 7/1/20 and 11/2/20
## AGENDA 3 - ATTACHMENT 1

Table 1 - Carl Moyer Program/ Mobile Source Incentive Fund, FARMER, and Community Health Protection Grant Program projects with grant awards greater than $100k (Evaluated between 9/26/20 and 11/2/20)

<table>
<thead>
<tr>
<th>Project #</th>
<th>Applicant name</th>
<th>Project Category</th>
<th>Project Description</th>
<th>Proposed contract award</th>
<th>Total project cost</th>
<th>Emission Reductions (Tons per year)</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>21MOY172</td>
<td>George Chiala Farms, Inc. Ag/ off-road</td>
<td>Replacement of one diesel tractor and one diesel tractor/crawler</td>
<td>$ 512,750.00 $ 662,932</td>
<td>1.656 0.154 0.089</td>
<td>Santa Clara</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY226</td>
<td>Columbia Electric, Inc. Off-Road</td>
<td>Replacement of two construction diesel backhoes</td>
<td>$ 141,000 $ 327,630</td>
<td>0.532 0.038 0.035</td>
<td>Alameda/ Contra Costa/ Santa Clara</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY274</td>
<td>Green Valley Cattle Co. Ag/Off-road</td>
<td>Replacement of one diesel tractor, one diesel tractor-loader, and one diesel tractor with a mounted forklift</td>
<td>$ 120,500 $ 192,873</td>
<td>0.205 0.035 0.021</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY277</td>
<td>R.J.S. &amp; Associates, Inc. Off-Road</td>
<td>Replacement of five pieces of diesel construction equipment including one excavator, one backhoe, one backhoe/loader, and two telehandlers</td>
<td>$ 345,500 $ 948,943.00</td>
<td>1.815 0.171 0.107</td>
<td>Santa Clara/ Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY3</td>
<td>San Francisco Water Emergency Transportation Authority Marine</td>
<td>Replacement of two diesel marine engines on a ferry servicing three counties</td>
<td>$ 1,166,000 $ 1,228,385</td>
<td>5.574 0.497 0.186</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY4</td>
<td>Happy Hooker Sportfishing Marine</td>
<td>Replacement of one diesel marine engine on a charter fishing vessel</td>
<td>$ 128,000 $ 160,021</td>
<td>0.307 -0.008 0.019</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY6</td>
<td>Mazzetta Dairy Ag/ off-road</td>
<td>Replacement one agricultural diesel rubber-tired loader</td>
<td>$ 185,400.00 $ 231,796</td>
<td>1.155 0.106 0.066</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY13</td>
<td>Lion Fisheries, LLC. Marine</td>
<td>Replacement of one diesel marine engine on a commercial fishing vessel</td>
<td>$ 140,000 $ 175,976</td>
<td>0.898 -0.013 0.036</td>
<td>San Mateo</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**8 Projects**

<table>
<thead>
<tr>
<th>Project #</th>
<th>Applicant name</th>
<th>Project Category</th>
<th>Project Description</th>
<th>Proposed contract award</th>
<th>Total project cost</th>
<th>Emission Reductions (Tons per year)</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>20R14</td>
<td>Solano Transportation Authority</td>
<td>Trip Reduction</td>
<td>State Route 37 Rideshare</td>
<td>$ 184,500 $ 205,000</td>
<td>0.104 0.113 0.169</td>
<td>Multi-County</td>
<td>Multi-County</td>
</tr>
</tbody>
</table>

**1 Project**

Table 2 - Transportation Fund for Clean Air projects with grant awards greater than $100k (Evaluated between 9/26/20 and 11/2/20)
<table>
<thead>
<tr>
<th>Project #</th>
<th>Equipment category</th>
<th>Project type</th>
<th># of engines</th>
<th>Proposed contract award</th>
<th>Applicant name</th>
<th>Emission Reductions (Tons per year)</th>
<th>Board approval date</th>
<th>CARE Area</th>
<th>AB1550/ SB535 Area</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>21MOY203</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 60,000.00</td>
<td>Rider Vineyards dba Joseph Rider</td>
<td>0.104 0.005 0.006</td>
<td>APCO No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY198</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 10,000.00</td>
<td>EPP Transport, LLC</td>
<td>0.181 0.015 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY206</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$ 90,840.00</td>
<td>Hudson Vineyards LLC</td>
<td>0.162 0.005 0.009</td>
<td>APCO No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY210</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 20,000.00</td>
<td>Samuel's Trucking</td>
<td>0.466 0.039 0.003</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY217</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 25,000.00</td>
<td>Daxin Trucking, LLC</td>
<td>0.566 0.048 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY208</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$ 76,300.00</td>
<td>M. German &amp; Son Partnership</td>
<td>0.345 0.055 0.028</td>
<td>APCO No No</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY209</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 48,800.00</td>
<td>Lum Family Farms, Inc.</td>
<td>0.145 0.026 0.018</td>
<td>APCO No No</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY214</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>5</td>
<td>$ 255,400.00</td>
<td>Robledo Vineyard Mgmt., LLC</td>
<td>0.563 0.092 0.061</td>
<td>TBD No No</td>
<td>Sonoma/ Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY212</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 40,000.00</td>
<td>Ram Harak &amp; Son Trucking</td>
<td>0.352 0.030 0.002</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY235</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 82,580.00</td>
<td>Mertens Dairy</td>
<td>0.213 0.038 0.028</td>
<td>APCO No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY228</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>3</td>
<td>$ 130,200.00</td>
<td>Turnbull Wine Cellars</td>
<td>0.191 0.037 0.026</td>
<td>TBD No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY239</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>4</td>
<td>$ 170,100.00</td>
<td>Michael Wolf Vineyard Services, Inc.</td>
<td>0.206 0.016 0.021</td>
<td>TBD No Yes</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY121</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 15,000.00</td>
<td>Prabhjit</td>
<td>0.321 0.027 0.000</td>
<td>APCO No Yes</td>
<td>San Joaquin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY218</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$ 76,100.00</td>
<td>Richard A. Zimmerman</td>
<td>0.194 0.030 0.017</td>
<td>APCO No No</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY240</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 20,000.00</td>
<td>Sunny Trucking</td>
<td>0.301 0.025 0.000</td>
<td>APCO No Yes</td>
<td>San Joaquin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY227</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 40,000.00</td>
<td>Streamline Trans Inc., dba DM Trucking</td>
<td>0.836 0.071 0.006</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY246</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 30,000.00</td>
<td>Ali Transportation</td>
<td>0.375 0.032 0.000</td>
<td>APCO Yes No</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY241</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 62,950.00</td>
<td>Wight Vineyard Management, Inc.</td>
<td>0.126 0.008 0.008</td>
<td>APCO No Yes</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY102</td>
<td>Off-Road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$ 62,830.00</td>
<td>San Mateo Union High School District</td>
<td>0.184 0.041 0.033</td>
<td>APCO No Yes</td>
<td>San Mateo</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY166</td>
<td>Ag/ off-road</td>
<td>Equipment Replacement</td>
<td>2</td>
<td>$ 39,400.00</td>
<td>Beckstoffer Vineyards Napa Valley</td>
<td>0.250 0.037 0.025</td>
<td>APCO No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>Equipment category</td>
<td>Project type</td>
<td># of engines</td>
<td>Proposed contract award</td>
<td>Applicant name</td>
<td>Emission Reductions (Tons per year)</td>
<td>Board approval date</td>
<td>CARE Area</td>
<td>AB1550/ SB535 Area</td>
<td>County</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>----------------</td>
<td>-----------------------------------</td>
<td>---------------------</td>
<td>-----------</td>
<td>---------------------</td>
<td>--------</td>
</tr>
<tr>
<td>21MOY223</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$30,000.00</td>
<td>Oakland Container Trucking</td>
<td>0.525 0.038 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY265</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$182,700.00</td>
<td>Paul P. Bianchi, Inc</td>
<td>1.251 0.138 0.079</td>
<td>TBD No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY245</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$143,400.00</td>
<td>Ilsley Brothers Farming, LLC</td>
<td>0.209 0.078 0.035</td>
<td>TBD No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY236</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$604,150.00</td>
<td>Morrison Cazares Boyer Construction, Inc.</td>
<td>1.060 0.098 0.056</td>
<td>TBD No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY232</td>
<td>Off-Road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$125,000.00</td>
<td>L.H. Voss Materials</td>
<td>0.725 0.036 0.018</td>
<td>TBD Yes Yes</td>
<td>Alameda/ Contra Costa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21SBP196</td>
<td>School Bus</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$260,707.00</td>
<td>Fairfield-Suisun Unified School District</td>
<td>0.113 0.001 0.000</td>
<td>TBD No Yes</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY264</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$120,000.00</td>
<td>McKim Corp</td>
<td>2.260 0.160 0.014</td>
<td>TBD Yes Yes</td>
<td>Santa Clara</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY249</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$25,000.00</td>
<td>Jeevan Trucking, Inc.</td>
<td>0.478 0.040 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY221</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>2</td>
<td>$91,650.00</td>
<td>Robert J Camozzi II</td>
<td>0.211 0.024 0.021</td>
<td>APCO No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY257</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$25,000.00</td>
<td>Harpinderpal Singh</td>
<td>0.466 0.035 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY238</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$64,700.00</td>
<td>Foley Family Farms, LLC</td>
<td>0.141 0.018 0.012</td>
<td>APCO No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY281</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$42,200.00</td>
<td>Palm Drive Vineyards, LLC</td>
<td>0.044 0.005 0.006</td>
<td>APCO No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY233</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$62,000.00</td>
<td>RR Farms</td>
<td>0.071 0.011 0.008</td>
<td>APCO No No</td>
<td>Sonoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY272</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$58,000.00</td>
<td>StoneMar Properties, LLC</td>
<td>0.100 0.005 0.006</td>
<td>APCO No No</td>
<td>Contra Costa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY280</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$64,400.00</td>
<td>Bartour Vineyards Management LLC</td>
<td>0.113 0.007 0.007</td>
<td>APCO No No</td>
<td>Napa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY274</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>3</td>
<td>$120,500.00</td>
<td>Green Valley Cattle Co.</td>
<td>0.205 0.035 0.021</td>
<td>TBD No No</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY251</td>
<td>Ag/ off-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$50,300.00</td>
<td>Wild Oak Vineyards, LLC</td>
<td>0.086 0.019 0.015</td>
<td>APCO No No</td>
<td>Solano</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY22</td>
<td>On-road</td>
<td>Equipment replacement</td>
<td>1</td>
<td>$35,000.00</td>
<td>Mandeep Singh</td>
<td>0.337 0.029 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY4</td>
<td>Marine</td>
<td>Engine Replacement</td>
<td>1</td>
<td>$128,000.00</td>
<td>Happy Hooker Sportfishing</td>
<td>0.307 -0.008 0.019</td>
<td>TBD Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY234</td>
<td>On-road</td>
<td>Engine Replacement</td>
<td>1</td>
<td>$35,000.00</td>
<td>Jianye Trucking, Inc.</td>
<td>0.674 0.057 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21MOY242</td>
<td>On-road</td>
<td>Engine Replacement</td>
<td>1</td>
<td>$30,000.00</td>
<td>CJM Trucking, Inc.</td>
<td>0.620 0.053 0.000</td>
<td>APCO Yes Yes</td>
<td>Alameda</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22MOY3</td>
<td>Marine</td>
<td>Engine Replacement</td>
<td>2</td>
<td>$1,166,000.00</td>
<td>San Francisco Water Emergency Transportation Authority</td>
<td>5.570 0.500 0.190</td>
<td>TBD Yes Yes</td>
<td>Alameda/ Contra Costa/ San Francisco</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>Equipment category</td>
<td>Project type</td>
<td># of engines</td>
<td>Proposed contract award</td>
<td>Applicant name</td>
<td>Emission Reductions (Tons per year)</td>
<td>Board approval date</td>
<td>CARE Area</td>
<td>AB1550/ SB535 Area</td>
<td>County</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------------</td>
<td>---------------------</td>
<td>-----------</td>
<td>-------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>21MOY172</td>
<td>Ag/ off-road</td>
<td>Engine Replacement</td>
<td>2</td>
<td>$ 512,750.00</td>
<td>George Chiala Farms, Inc.</td>
<td>1.656 0.154 0.089</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Santa Clara</td>
</tr>
<tr>
<td>22MOY6</td>
<td>Ag/ off-road</td>
<td>Engine Replacement</td>
<td>1</td>
<td>$ 185,400.00</td>
<td>Mazzetta Dairy</td>
<td>1.155 0.106 0.066</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Sonoma</td>
</tr>
<tr>
<td>21MOY226</td>
<td>Off-Road</td>
<td>Engine Replacement</td>
<td>2</td>
<td>$ 141,000.00</td>
<td>Columbia Electric, Inc.</td>
<td>0.532 0.038 0.035</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Alameda/ Contra Costa/ Santa Clara</td>
</tr>
<tr>
<td>21MOY277</td>
<td>Off-Road</td>
<td>Engine Replacement</td>
<td>5</td>
<td>$ 345,500.00</td>
<td>R.J.S. &amp; Associates, Inc.</td>
<td>1.815 0.171 0.107</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Santa Clara/ Alameda</td>
</tr>
<tr>
<td>22MOY13</td>
<td>Marine</td>
<td>Engine Replacement</td>
<td>1</td>
<td>$ 135,000.00</td>
<td>Lion Fisheries, LLC</td>
<td>0.898 -0.013 0.036</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>San Mateo</td>
</tr>
</tbody>
</table>

47 Projects 74 $ 6,138,857.00 27.705 2.511 1.130
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Category</th>
<th>Project Description</th>
<th>Award Amount</th>
<th>Applicant Name</th>
<th>Emission Reductions (Tons per year)</th>
<th>Board/ APCO Approval Date</th>
<th>CARE Area</th>
<th>AB1550/ SB535 Area</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NOx</td>
<td>ROG</td>
<td>PM</td>
<td>Pending</td>
<td>No</td>
</tr>
<tr>
<td>20R14</td>
<td>Trip Reduction</td>
<td>State Route 37 Rideshare</td>
<td>$184,500</td>
<td>Solano Transportation Authority</td>
<td>0.104</td>
<td>0.113</td>
<td>0.169</td>
<td>Pending</td>
<td>No</td>
</tr>
<tr>
<td>20R30</td>
<td>Bicycle Facilities</td>
<td>Upgrade 12.6 miles of Class II bikeways to Class IV in Fremont</td>
<td>$130,000</td>
<td>City of Fremont</td>
<td>0.005</td>
<td>0.006</td>
<td>0.014</td>
<td>7/15/20</td>
<td>No</td>
</tr>
<tr>
<td>20R31</td>
<td>Bicycle Facilities</td>
<td>Install and maintain 520 electronic bicycle locker spaces at 22 Caltrain stations in San Francisco, San Mateo and Santa Clara counties</td>
<td>$1,041,000</td>
<td>Peninsula Corridor Joint Powers Board</td>
<td>0.097</td>
<td>0.139</td>
<td>0.306</td>
<td>7/15/20</td>
<td>No</td>
</tr>
<tr>
<td>20R32</td>
<td>Bicycle Facilities</td>
<td>Install 1.9 miles of Class IV bikeways in Hayward</td>
<td>$200,790</td>
<td>City of Hayward</td>
<td>0.040</td>
<td>0.055</td>
<td>0.134</td>
<td>Pending</td>
<td>Yes</td>
</tr>
<tr>
<td>21HM01</td>
<td>LD Vehicles</td>
<td>Lease and operate 200 light-duty electric vehicles</td>
<td>$1,000,000</td>
<td>Flexdrive Services, LLC</td>
<td>0.241</td>
<td>0.132</td>
<td>0.297</td>
<td>7/15/20</td>
<td>Yes</td>
</tr>
<tr>
<td>21R02</td>
<td>LD Vehicles</td>
<td>Vehicle Buy Back Program</td>
<td>$300,000</td>
<td>BAAQMD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>6/3/20</td>
<td>No</td>
</tr>
<tr>
<td>21R04</td>
<td>LD Vehicles</td>
<td>Clean Cars For All</td>
<td>$5,000,000</td>
<td>BAAQMD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>7/15/20</td>
<td>TBD*</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$5,000,000</td>
<td>BAAQMD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Pending</td>
<td>TBD*</td>
</tr>
<tr>
<td>20R35</td>
<td>On-road Trucks &amp; Buses</td>
<td>Purchase four electric delivery vans and scrap six existing vehicles</td>
<td>$116,000</td>
<td>Santa Clara VTA</td>
<td>0.061</td>
<td>0.017</td>
<td>0.005</td>
<td>Pending</td>
<td>TBD</td>
</tr>
<tr>
<td>21R01</td>
<td>Trip Reduction</td>
<td>Enhanced Mobile Source &amp; Commuter Benefits Enforcement</td>
<td>$850,000</td>
<td>BAAQMD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>7/15/20</td>
<td>No</td>
</tr>
<tr>
<td>21R03</td>
<td>Trip Reduction</td>
<td>Spare The Air/Intermittent Control Programs</td>
<td>$2,290,000</td>
<td>BAAQMD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>6/3/20</td>
<td>No</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10 Projects</strong></td>
<td></td>
<td><strong>$16,112,290</strong></td>
<td></td>
<td><strong>0.548</strong></td>
<td><strong>0.463</strong></td>
<td><strong>0.924</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Funds have been allocated to the Clean Cars for All Program and will be awarded to eligible individuals on a first-come, first-served basis.*
Figures 1-3 Summary of funding awarded and allocated between 7/1/20 and 11/2/20 from the following revenue sources:

- Carl Moyer Program (CMP)
- Community Health Protection Program (CHP)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)
- Mobile Source Incentive Fund (MSIF)
- Transportation Fund for Clean Air (TFCA)

### Figure 1. Status of FYE 2021 funding by source
includes funds awarded, recommended for award, and available

![Bar chart showing funding by source for FYE 2021](chart1.png)

**CMP/MSIF/CHP/FARMER ($41.8M)**
- Previously Awarded & Allocated
- Recommended
- Available

**TFCA FYE 2021 ($31.44M)**

### Figure 2. Funding awarded and allocated in FYE 2021 by county:
includes funds awarded & recommended for award

![Bar chart showing funding by county for FYE 2021](chart2.png)

**Alameda**
- $5M

**Contra Costa**
- $3M

**Marin**
- $2M

**Napa**
- $1M

**San Francisco**
- $2M

**San Mateo**
- $5M

**Santa Clara**
- $6M

**Solano**
- $2M

**Sonoma**
- $3M

### Figure 3. Funding awarded and allocated in FYE 2021 by project category
includes funds awarded & recommended for award

![Bar chart showing funding by project category for FYE 2021](chart3.png)

**LD Vehicles & Infrastructure**
- $12M

**On-road Trucks & Buses**
- $5M

**School Buses**
- $2M

**Off-road (Ag)**
- $1M

**Off-road (non Ag)**
- $3M

**Marine**
- $1M

**Locomotive**
- $4M

**Trip Reduction**
- $2M
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson David Canepa and Members
   of the Mobile Source Committee

From: Jack P. Broadbent
      Executive Officer/APCO

Date: November 19, 2020

Re: Report on Transportation Fund for Clean Air (TFCA) Projects Expenditures and
    Effectiveness for Fiscal Year Ending 2020

RECOMMENDED ACTION

None; receive and file.

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. Since 1992, the Air District
has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible
projects and programs. The statutory authority for the TFCA and requirements of the program are

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 and Commuter Benefits Program) and
through a grant program known as the Regional Fund. The remaining 40% of TFCA funds are
forwarded to a designated agency (“County Program Manager”) within each Bay Area county to
be distributed via the County Program Manager Fund.

HSC Section 44241 requires that the Board hold a public hearing each year to review the Air
District’s expenditure of TFCA funds to determine their effectiveness in improving air quality.
Additionally, County Program Managers are required to hold a public hearing each year to review
their expenditure of TFCA funds.
DISCUSSION

The Fiscal Year Ending (FYE) 2020 Report on Expenditures and Effectiveness of Transportation Fund for Clean Air Regional Fund Projects and Air District-Sponsored Programs, found in Attachment 1, evaluated 29 TFCA Regional Fund projects and four Air District-sponsored programs that were completed prior to June 30, 2020. The following are key findings of the FYE 2020 report:

- TFCA funds were allocated to eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled $5.59 million. This includes $2.37 million in Regional Fund projects, $2.28 million in Air District-sponsored programs, and $0.94 million in administrative and indirect costs.
- Thirty-eight percent of TFCA Regional Fund expenditures went to projects in communities identified as cumulative impact areas by the Air District’s Community Air Risk Evaluation (CARE) Program.
- During their operational period, the projects and programs reduced criteria pollutant emissions by an estimated 99.77 tons, including 26.75 tons of reactive organic gases (ROG), 25.15 tons of nitrogen oxides (NOx), and 47.87 tons of particulate matter (PM10) – and reduced emissions of carbon dioxide (CO2) by over 62,700 tons.

A discussion of the expenditures, emission reductions, and cost-effectiveness of these TFCA Regional Fund projects and Air District-sponsored programs will be presented at the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The Air District distributes TFCA monies as “pass-through” funds to public and nonpublic entities. Administrative costs for project staff are provided by the Air District’s TFCA funding.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by:  Linda Hui
Reviewed by:  Karen Schkolnick, Chengfeng Wang, and Ken Mak

Attachment 1: Fiscal Year Ending 2020 Report on Expenditures and Effectiveness of Transportation Fund for Clean Air Regional Fund Projects and Air District-Sponsored Programs
FISCAL YEAR ENDING (FYE) 2020
REPORT ON EXPENDITURES AND EFFECTIVENESS OF
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
REGIONAL FUND PROJECTS AND AIR DISTRICT-SPONSORED PROGRAMS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
375 BEALE STREET, SUITE 600, SAN FRANCISCO, CA 94105
WWW.BAAQMD.GOV
DECEMBER 2020
## CONTENTS

The Bay Area Air Quality Management District ................................................................. 4

Background ......................................................................................................................... 5

The Transportation Fund for Clean Air (TFCA) ............................................................... 5

FYE 2020 Summary ........................................................................................................... 6

   Expenditures .................................................................................................................. 7

   Effectiveness .................................................................................................................. 8

APPENDIX A: TFCA Regional Fund Projects and Air District-Sponsored Programs .......... 11
THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT

The California State Legislature created the Bay Area Air Quality Management District (Air District) in 1955 as the first regional air pollution control agency in the country, recognizing that air pollution transcends political boundaries. The San Francisco Bay Area forms a regional air basin, sharing common geographical features and weather patterns, and therefore similar air pollution burdens, which cannot be addressed by counties acting on their own.

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

BACKGROUND

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the San Francisco Bay Area. Vehicle emissions contribute to unhealthful levels of ozone (summertime “smog”), particulate matter, and greenhouse gases. Because of this, emission reductions from the on-road transportation sector are essential to helping the region attain State and Federal ambient air quality standards and meet greenhouse gas reduction commitments.

To protect public health, the California State Legislature enacted the California Clean Air Act in 1988. As part of the requirements, the Air District prepared and adopted the 2017 Clean Air Plan, which includes transportation control measures, defined as any strategy “to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for reducing motor vehicle emissions,” and mobile source measures, which encourage the introduction of newer, cleaner motor vehicle technologies and the retirement of older, more polluting vehicles.

THE TRANSPORTATION FUND FOR CLEAN AIR

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 (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District’s Board of Directors (Board) to eligible projects and programs implemented directly by the Air District (e.g., Commuter Benefits, Vehicle Buy-Back, and Spare the Air) and through a grant program known as the Regional Fund. The remaining forty percent of TFCA funds are pass-through funds to a designated agency within each Bay Area county to be distributed via the County Program Manager Fund. Each year, the Board adopts cost-effectiveness and other criteria for the evaluation and ranking of project applications for the TFCA Program.

In addition to reducing air pollution, including toxic diesel particulate matter, TFCA-funded projects have other benefits including the following:

- Conserving energy and helping to reduce emissions of carbon dioxide (CO₂);
- Reducing traffic congestion;
- Improving quality of life for residents and commuters by expanding access to services that provide first- and last-mile connections to rail, ferry, and mass transit; and
- Improving physical fitness and public safety by facilitating active modes of transportation such as walking and biking.

**State legislation restricts TFCA funding to the following 11 categories of projects:**

1. Implementation of ridesharing programs
2. Clean fuel school and transit bus purchases or leases
3. Feeder bus or shuttle service to rail/ferry stations and airports
4. Arterial traffic management
5. Rail-bus integration and regional transit information systems
6. Demonstrations in congestion pricing of highways, bridges and public transit
7. Low-emission vehicle projects
8. A smoking vehicles program
9. A vehicle buy-back scrappage program
10. Bicycle facility improvement projects
11. Physical improvements that support “smart growth” projects

California HSC Section 44241.5 requires the Board to hold a public hearing annually to review the expenditure of revenues received by the Air District pursuant to Section 44241 to determine their effectiveness in improving air quality. This report serves this purpose.

**FYE 2020 SUMMARY**

This report summarizes the expenditures and effectiveness of the 29 Regional Fund projects and 4 Air District-sponsored programs that were completed\(^1\) as of the end of fiscal year ending (FYE) 2020 – which was June 30, 2020 – and that were not included in previous reports. **Appendix A** lists the each of the Regional Fund projects and Air District-sponsored programs that were summarized as part of this report.

---

\(^1\) For the purpose of this report, staff considers a project to be “completed” when the Air District accepts and approves the project sponsor’s final invoice, which documents the project sponsor’s expenditure of all eligible project funds and the completion of transportation services or all initial project milestones (e.g., having procured, installed and/or placed all project-related vehicles, equipment, and infrastructure into service). Projects that involve the procurement of equipment/vehicles and construction of infrastructure typically also require continued operation of the funded equipment, vehicles, or infrastructure. These projects may continue to operate for several years after the final invoice is accepted and approved – until the operational and usage requirements are met.
Key Highlights of the Projects and Programs Included in this Report

- TFCA funds were expended on eligible projects and programs, consistent with the legislation that authorizes the TFCA program.
- The TFCA expenditures for projects and programs totaled $5.59 million. These expenditures include $2.37 million in Regional Fund projects, $2.28 million in Air District-sponsored programs, and $0.94 million in administrative and indirect costs.
- 38% of TFCA Regional Fund expenditures went to projects in communities identified as cumulative impact areas by the Air District’s Community Air Risk Evaluation (CARE) Program.
- During their operational periods, the projects and programs reduced criteria pollutant emissions by an estimated 99.77 tons, including 26.75 tons of reactive organic gases (ROG), 25.15 tons of nitrogen oxides (NOx), and 47.87 tons of particulate matter (PM_{10}) – and reduced emissions of carbon dioxide (CO_{2}), by over 62,700 tons.

EXPENDITURES

The expenditure of these projects and programs total approximately $5.59 million. This total includes $2.28 million for the programs administered directly by the Air District and $2.37 million in Regional Fund grants to other organizations. In addition, the Air District expended about $0.94 million in administrative and audit costs associated with the oversight of the TFCA program in FYE 2020.

A summary of the expenditures for these TFCA Regional Fund projects and Air District-sponsored programs is shown in Figure 1.

Figure 1. Summary of FYE 2020 Expenditures

<table>
<thead>
<tr>
<th>Project</th>
<th>Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spare the Air</td>
<td>$2,040,543</td>
</tr>
<tr>
<td>Alternative Fuel Infrastructure</td>
<td>$1,645,798</td>
</tr>
<tr>
<td>Arterial Management</td>
<td>$355,229</td>
</tr>
<tr>
<td>Shuttles &amp; Ridesharing</td>
<td>$246,329</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>$119,536</td>
</tr>
<tr>
<td>Commuter Benefits &amp; Enhanced Mobile Source Inspections</td>
<td>$121,794</td>
</tr>
<tr>
<td>Vehicle Buy-Back (Ad-Mail Only)</td>
<td>$120,013</td>
</tr>
</tbody>
</table>
EFFECTIVENESS
The cost-effectiveness of a project or program is calculated by dividing the amount of TFCA funds assigned to the project (awarded or expended) by the sum of criteria pollutant emissions (ROG, NO\textsubscript{X}, and weighted PM\textsubscript{10}) reduced by the project during its operational period. Therefore, Projects with a lower value for cost-effectiveness require less TFCA funds to reduce one ton of criteria emissions. Typically, relatively cost-effective projects are highly utilized, involve the operation of zero-emission vehicles, are located in densely-populated areas or near activity centers or mass transit hubs, and/or are supported with relatively high percentages of matching funds.

Projects and programs included in this report will reduce criteria pollutant emissions over their operational periods by an estimated total of 99.77 tons. This total is the sum of ozone precursors (26.75 tons of ROG and 25.15 tons of NO\textsubscript{X}) and particulate matter (47.87 tons of PM\textsubscript{10}). These projects and programs will also reduce CO\textsubscript{2} emissions over their operational periods by an estimated 62,700 tons.\(^2\)

The combined weighted-average cost-effectiveness of the projects and programs reported for FYE 2020 is $36,965 per ton of criteria pollutant emissions reduced. Many projects continue to operate and reduce emissions even after their operational periods ended; these projects have the potential to be more cost-effective (i.e. lower cost per ton of emissions reduced) in reducing emissions than what is presented in this report.

A summary of expenditures, emission reductions, and cost-effectiveness values by program category is provided in Table 1.

\(^2\) Emission reductions reported for criteria pollutants and CO\textsubscript{2} do not include emissions from the Vehicle Buy-Back Program.
The combined weighted-average cost-effectiveness of the projects and programs reported in FYE 2020 is a 28% improvement from FYE 2019. The variation of combined weighted-average cost-effectiveness from year to year is primarily due to that fact that different types of projects that have different cost-effectiveness limits were completed and included in the cost-effectiveness evaluation each year.

In FYE 2020, a portfolio of electric vehicle infrastructure projects had taken advantage of higher funding amounts available for electric infrastructure projects that are co-sited with solar generation. These projects resulted in higher cost-effectiveness values (less cost-effective), but also achieved additional greenhouse gas benefits that are not accounted for in the cost-effectiveness evaluation for TFCA funded projects.

---

### Table 1: Emission Reductions and Cost-Effectiveness by Program Category for Projects and Programs Completed by the End of FYE 2020

<table>
<thead>
<tr>
<th>Category</th>
<th># of Projects</th>
<th>TFCA $ Expended</th>
<th>% of TFCA $ Expended</th>
<th>Emissions Reduced (tons)(^a)</th>
<th>% of Emissions Reduced</th>
<th>Weighted Cost-Effectiveness ($/ton)(^b)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Facilities</td>
<td>12</td>
<td>$119,536</td>
<td>2.57%</td>
<td>1.25</td>
<td>1.25%</td>
<td>$93,165</td>
</tr>
<tr>
<td>Shuttles &amp; Rideshare</td>
<td>3</td>
<td>$246,329</td>
<td>5.30%</td>
<td>3.10</td>
<td>3.10%</td>
<td>$75,295</td>
</tr>
<tr>
<td>Arterial Management</td>
<td>1</td>
<td>$355,229</td>
<td>7.64%</td>
<td>7.28</td>
<td>7.30%</td>
<td>$19,525</td>
</tr>
<tr>
<td>Alternative Fuel Infrastructure</td>
<td>13</td>
<td>$1,645,798</td>
<td>35.40%</td>
<td>3.40</td>
<td>3.41%</td>
<td>$241,725</td>
</tr>
<tr>
<td>Commuter Benefits &amp; Enhanced Mobile Source Inspections Program</td>
<td>2</td>
<td>$121,794</td>
<td>2.62%</td>
<td>3.63</td>
<td>3.64%</td>
<td>$29,669</td>
</tr>
<tr>
<td>Spare the Air Program</td>
<td>1</td>
<td>$2,040,543</td>
<td>43.89%</td>
<td>81.11</td>
<td>81.30%</td>
<td>$22,962</td>
</tr>
<tr>
<td>Vehicle Buy-Back Program</td>
<td>1</td>
<td>$120,013</td>
<td>2.58%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total for Projects and Programs</strong></td>
<td><strong>33</strong></td>
<td><strong>$4,649,241</strong></td>
<td><strong>100%</strong></td>
<td><strong>99.77</strong></td>
<td><strong>100%</strong></td>
<td><strong>$36,965</strong></td>
</tr>
</tbody>
</table>

---

(a) Combined emission reductions of ROG, NO\(_x\), and PM\(_{10}\) over project operational period.
(b) Consistent with the current California Air Resources Board methodology to calculate cost-effectiveness for the Carl Moyer Program (CMP), PM emissions were weighted by a factor of 20 to account for their harmful impacts on human health.
(c) Totals may vary due to rounding.
## APPENDIX A: TFCA REGIONAL FUND PROJECTS AND AIR DISTRICT-Sponsored Programs

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Weighted Cost-Effectiveness (per ton)</th>
<th>TFCA Funds Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>03R11</td>
<td>City of Richmond</td>
<td>Signal Timing - Cutting Boulevard</td>
<td>$19,525</td>
<td>$355,229</td>
</tr>
<tr>
<td>15BR021</td>
<td>City of East Palo Alto</td>
<td>Purchase and install 65 bike racks (130 bike capacity)</td>
<td>$69,487</td>
<td>$6,022</td>
</tr>
<tr>
<td>15BR029</td>
<td>Town of San Anselmo</td>
<td>Purchase and install 12 bike racks (24 bike capacity)</td>
<td>$90,000</td>
<td>$1,440</td>
</tr>
<tr>
<td>15BR031</td>
<td>City of Richmond</td>
<td>Purchase and install 32 bike racks (64 bike capacity)</td>
<td>$79,995</td>
<td>$3,413</td>
</tr>
<tr>
<td>15R29</td>
<td>Integrys Transportation Fuels, dba Trillium CNG</td>
<td>Install 1 CNG fueling station</td>
<td>$292,942</td>
<td>$170,500</td>
</tr>
<tr>
<td>15R30</td>
<td>Messer LLC</td>
<td>Install 2 hydrogen stations, upgrade 1 existing station</td>
<td>$204,005</td>
<td>$900,000</td>
</tr>
<tr>
<td>16BR001</td>
<td>San Carlos School District</td>
<td>Purchase and install 5 bike racks (50 bike capacity)</td>
<td>$48,369</td>
<td>$3,000</td>
</tr>
<tr>
<td>16BR005</td>
<td>City of Richmond</td>
<td>Purchase and install 72 bike racks (186 capacity)</td>
<td>$48,369</td>
<td>$10,922</td>
</tr>
<tr>
<td>16BR010</td>
<td>Mountain View Whisman School District</td>
<td>Purchase and install 150 bike racks (250 capacity)</td>
<td>$48,369</td>
<td>$15,000</td>
</tr>
<tr>
<td>16BR013</td>
<td>Napa County</td>
<td>Purchase and install 12 bike racks (24 capacity)</td>
<td>$45,064</td>
<td>$1,342</td>
</tr>
<tr>
<td>16BR018</td>
<td>City of Menlo Park</td>
<td>Purchase and install 30 bike racks (60 capacity)</td>
<td>$48,369</td>
<td>$3,600</td>
</tr>
<tr>
<td>16BR021</td>
<td>City of Richmond</td>
<td>Purchase and install 28 bike racks (60 capacity)</td>
<td>$48,369</td>
<td>$3,600</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Sponsor</td>
<td>Project Description</td>
<td>Weighted Cost-Effectiveness (per ton)</td>
<td>TFCA Funds Expended</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>--------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>16BR023</td>
<td>City of Cupertino</td>
<td>Purchase and install 3 bike racks (36 capacity)</td>
<td>$48,369</td>
<td>$2,160</td>
</tr>
<tr>
<td>16EV055</td>
<td>Marin Clean Energy</td>
<td>Install and operate 10 single-port Level 2 charging stations (w/solar)</td>
<td>$500,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>16EV056</td>
<td>Bay Area Headquarters Authority (BAHA)</td>
<td>Install and operate 8 dual-port and 1 single-port Level 2 and 1 DC fast charging stations</td>
<td>$360,000</td>
<td>$82,000</td>
</tr>
<tr>
<td>17EV021</td>
<td>North First SJ, LP</td>
<td>Install and operate 52 single-port Level 2 charging stations</td>
<td>$229,307</td>
<td>$156,000</td>
</tr>
<tr>
<td>17EV023</td>
<td>San Francisco Estuary Institute</td>
<td>Install and operate 3 single-port Level 2 chargers (w/solar)</td>
<td>$458,613</td>
<td>$18,000</td>
</tr>
<tr>
<td>17EV024</td>
<td>Old Redwood Commons Association</td>
<td>Install and operate 20 single-port Level 2 charging stations (w/solar)</td>
<td>$458,613</td>
<td>$120,000</td>
</tr>
<tr>
<td>17R30</td>
<td>City of Oakland</td>
<td>Install 4 electronic bicycle lockers (16 bike capacity)</td>
<td>$224,960</td>
<td>$36,000</td>
</tr>
<tr>
<td>18EV029</td>
<td>Creative Center of Los Altos dba Pinewood School</td>
<td>Install and operate 16 single-port Level 2 charging stations</td>
<td>$229,307</td>
<td>$48,000</td>
</tr>
<tr>
<td>18EV031</td>
<td>The Ignatian Corporation</td>
<td>Install and operate 5 dual-port Level 2 charging stations</td>
<td>$229,307</td>
<td>$20,000</td>
</tr>
<tr>
<td>18EV035</td>
<td>Marin Rowing Association</td>
<td>Install and operate 2 dual-port Level 2 charging stations</td>
<td>$229,307</td>
<td>$8,000</td>
</tr>
<tr>
<td>18R09</td>
<td>Presidio Trust</td>
<td>PresidiGo Shuttle</td>
<td>$128,468</td>
<td>$100,000</td>
</tr>
<tr>
<td>18R12</td>
<td>City of Emeryville</td>
<td>Emery Go-Round Watergate Express</td>
<td>$63,878</td>
<td>$67,177</td>
</tr>
<tr>
<td>18R14</td>
<td>City of Petaluma</td>
<td>Install and maintain 3.62 miles of Class III bikeway</td>
<td>$211,136</td>
<td>$33,037</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Sponsor</td>
<td>Project Description</td>
<td>Weighted Cost-Effectiveness (per ton)</td>
<td>TFCA Funds Expended</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------------------</td>
<td>-------------------------------------------------</td>
<td>--------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>19EV003</td>
<td>Union Investment Real Estate GmbH</td>
<td>Install and operate two 25-kW DC Fast charging stations</td>
<td>$337,424</td>
<td>$23,298</td>
</tr>
<tr>
<td>19EV023</td>
<td>Mode Residences, LLC</td>
<td>Install and operate 3 dual-port Level 2 charging stations</td>
<td>$468,389</td>
<td>$24,000</td>
</tr>
<tr>
<td>19EV025</td>
<td>Revere Residences LLC</td>
<td>Install and operate 2 dual-port level 2 charging stations</td>
<td>$468,389</td>
<td>$16,000</td>
</tr>
<tr>
<td>19R10</td>
<td>San Joaquin Regional Rail Commission</td>
<td>Pleasanton Connector Shuttles (Route 53 and 54)</td>
<td>$54,911</td>
<td>$79,152</td>
</tr>
<tr>
<td></td>
<td><strong>29 Regional Fund Projects</strong></td>
<td>Subtotal of Regional Fund Projects:</td>
<td><strong>$2,366,891</strong></td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>Project Sponsor</td>
<td>Project Description</td>
<td>Weighted Cost-Effectiveness (per ton)</td>
<td>TFCA Funds Expended</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>--------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>20R01</td>
<td>BAAQMD</td>
<td>FYE 2020 Commuter Benefits</td>
<td>$29,259</td>
<td>$100,443</td>
</tr>
<tr>
<td>20R02</td>
<td>BAAQMD</td>
<td>FYE2020 Admail for Vehicle Buy-Back (TFCA portion)*</td>
<td>N/A</td>
<td>$120,013</td>
</tr>
<tr>
<td>20R03</td>
<td>BAAQMD</td>
<td>FYE 2020 Spare the Air</td>
<td>$22,962</td>
<td>$2,040,543</td>
</tr>
<tr>
<td>20R04</td>
<td>BAAQMD</td>
<td>FYE 2020 Enhanced Mobile Source Inspections</td>
<td>$31,766</td>
<td>$21,351</td>
</tr>
<tr>
<td>4 Air District-Sponsored Programs</td>
<td>Subtotal of Air District-Sponsored Programs:</td>
<td>$2,282,350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20R00</td>
<td>BAAQMD</td>
<td>FYE 2020 Administration</td>
<td>N/A</td>
<td>$943,883</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Subtotal of Administration Expenditures for Regional Fund Projects and Air District-Sponsored Programs:</strong></td>
<td><strong>$943,883</strong></td>
<td></td>
</tr>
</tbody>
</table>

| **Grant Total:** | $5,593,124 |
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson David Canepa and Members
   of the Mobile Source Committee

From: Jack P. Broadbent
       Executive Officer/APCO

Date: November 19, 2020

Re: Transportation Fund for Clean Air Program Regional Fund Projects - Audit #21 Results

RECOMMENDED ACTION

None; receive and file.

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. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects and programs. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (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) and through a grant program known as the Regional Fund. The remaining 40% of TFCA funds are forwarded to the designated agency within each Bay Area county to be distributed via the County Program Manager Fund.

HSC Section 44242 requires that the Air District conduct an audit of projects and programs funded with TFCA monies, at least once every two years. The Air District typically conducts an audit of Regional Fund projects and Air District-Sponsored programs annually and County Program Manager Fund projects biennially. On October 4, 2017, the Air District’s Board of Directors (Board) approved the award of a contract to Simpson & Simpson, LLP for audit services, including a financial and compliance review of TFCA-funded projects and programs.
DISCUSSION

The *Audit Summary Report*, included as Attachment 1, summarizes the results of Audit #21 conducted by Simpson & Simpson covering Regional Fund projects completed prior to June 30, 2019, and a review of Air District’s administrative expense of TFCA funds incurred between July 1, 2018 and June 30, 2019. For the purpose of TFCA audits, projects are considered “completed” after the Air District has approved a project sponsor’s final invoice, which documents the project sponsor’s expenditure of all eligible project funds and the completion of transportation services or all initial project milestones. A list of these projects is available in Appendix B of the attached report. No audit findings were identified during this audit.

Audit field work was conducted by Simpson & Simpson, LLP during the months of March 2020 through November 2020. Following the completion of field work, Simpson & Simpson, LLP issued a draft audit report to each of the project sponsors and offered an opportunity to those with any preliminary findings to provide a management response.

In addition to conducting the financial and compliance audits, Simpson & Simpson, LLP also performed a review of Agreed-Upon Procedures (AUP) to verify project sponsors’ compliance with other aspects of the TFCA Funding Agreement, including that

1. Expenditures are properly supported;
2. Administrative expenses are appropriately documented;
3. Use of an indirect cost rate is consistent with the Air District Guidelines;
4. Appropriate resolutions authorizing the grant application are adopted or, where applicable, an authorizing letter of commitment is included;
5. Required reports are submitted on time and contained all information required;
6. The Air District is acknowledged as a project funder; and
7. Matching Funds requirements are met or exceeded.

The AUP is currently being reviewed internally and will be used by staff to further improve its administration of the TFCA program. In addition, the auditors are completing work related to financial and compliance audits covering Air District-sponsored programs and County Program Manager Fund projects. The result of these audits is anticipated to be presented to the Mobile Source Committee early next year.
BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Administrative costs for the TFCA audit and staff are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sara Lanning
Reviewed by: Karen Schkolnick, Chengfeng Wang and Ken Mak

Attachment 1: TFCA Audit #21 Summary Report for Regional Fund projects completed prior to June 30, 2019
BAY AREA AIR QUALITY
MANAGEMENT DISTRICT

TRANSPORTATION FUND
FOR CLEAN AIR PROGRAM

AUDIT NO. 21 SUMMARY REPORT
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduction</td>
<td>1</td>
</tr>
<tr>
<td>2. Project Description</td>
<td>1</td>
</tr>
<tr>
<td>3. Audit Process</td>
<td>2</td>
</tr>
<tr>
<td>4. Project Sponsor Findings</td>
<td>3</td>
</tr>
<tr>
<td>5. Other Program Compliance Review</td>
<td>4</td>
</tr>
<tr>
<td>Appendix:</td>
<td></td>
</tr>
<tr>
<td>A- Health and Safety Code Sections 44241 and 44242</td>
<td>6</td>
</tr>
<tr>
<td>B- Listing of Audited Projects</td>
<td>10</td>
</tr>
</tbody>
</table>
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Audit No. 21 Summary Report

1 – INTRODUCTION

The Bay Area Air Quality Management District (Air District) was created by the California legislature in 1955. The Air District's structure, operating procedures and authority are established by Division 26 of the California Health and Safety Code.

The Air District includes seven counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo and Santa Clara and portions of two other counties, Southwestern Solano and Southern Sonoma. The Air District is governed by a twenty-two-member Board of Directors that includes representatives from all of the above counties.

The Air District's jurisdiction is limited principally to policing non-vehicular sources of air pollution within the Bay Area, primarily industry pollution and burning. Any company wishing to build or modify a facility in the Bay area must first obtain a permit from the Air District to ensure that the facility complies with all applicable rules.

The Air District also acts as the program administrator for Transportation Fund for Clean Air (TFCA) funds and Mobile Source Incentive funds (MSIF) derived from Assembly Bill 434 and Assembly Bill 923 respectively. TFCA and MSIF funding comes from a $4 and $2 surcharge, respectively, on motor vehicles registered within the Air District. TFCA funding may only be used to fund eligible projects that reduce motor vehicle emissions and support the implementation of the transportation and mobile source control measures in the Clean Air Plan in place at time of award. All projects must fall within the categories listed in State Law (Health and Safety Code Section 44241).

The Health and Safety Code requires the Air District to pass-through no less than 40% of the TFCA revenues raised within a particular county, after audit and administrative costs, to that county's designated Program Manager. The remaining 60% is for Regional Fund grants and is being allocated to projects on a competitive basis. Projects are evaluated using the Air District's Board adopted evaluation and scoring criteria.

2 – PROGRAM DESCRIPTION

Health and Safety Code Section 44223 and 44225 authorize a surcharge on the motor vehicle registration fee (surcharge) to be used by the Bay Area Air Quality Management District (Air District) and local governments specifically for programs to reduce air pollution from motor vehicles. The Department of Motor Vehicles collects the surcharge and allocates the amounts to the Air District. The Air District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Under the TFCA Program, money is allocated to two funds: (1) 60% is placed in the Regional Fund and allocated to agencies on a competitive basis by the Air District and (2) 40% is placed in the Program Manager Fund and allocated to designated agencies. Allowable projects under Health and Safety Code Section 44241 include the following:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
2 – PROGRAM DESCRIPTION (continued)

- Implementation of rail-bus integration and regional transit information systems.
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- Implementation of a smoking vehicles program.
- Implementation of an automobile buy-back scrappage program operated by a governmental agency.
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

State law requires that any agency receiving TFCA funding be subject to an audit, at least once every two years. Health and Safety Code Section 44242 provides the legal compliance guidelines for the Air District to follow in the event revenues are not spent appropriately or when projects do not result in emission reductions. Health and Safety Code Sections 44241 and 44242 are provided in Appendix A.

The Air District retained the firm of Simpson and Simpson LLP to conduct TFCA financial and compliance Audit No. 21, which included Regional Fund projects and Air District-sponsored programs completed prior to June 30, 2019. These audits were conducted during the months of March 2020 through November 2020.

A total of 5 individual project sponsors and 7 projects were audited, with $648,697 total funds expended for projects included in Audit No. 21. A listing of the projects audited is provided in Appendix B. Unmodified opinions were issued on all 5 financial audit reports.

3 – AUDIT PROCESS

The audits were designed to address numerous financial and compliance objectives; however, the principal objectives of the audits were to (1) provide assurance that amounts reported in the Schedules of Expenditures are fairly stated, and (2) determine whether projects financed through the Air District’s Regional Fund met funding agreement requirements. The audit procedures were specifically designed for TFCA financial and compliance requirements, which is described below:

Audit of the Schedules of Expenditures

The financial audits were conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States.
3 – AUDIT PROCESS (continued)

Procedures performed included, but were not limited to:

- Gaining an understanding of the project sponsors' internal controls over financial reporting of the TFCA program through observation, inquiry, and supporting documentation.
- Tracing expenditures related to the TFCA program to the project sponsor's accounting records.
- Validating TFCA expenditures related to vendor disbursements, payroll, and administrative charges to supporting documentation.
- Conducting interviews with project sponsors to inquire about known, alleged or suspected fraud related to the program.

**Compliance Auditing Procedures**

The audits were performed in accordance with the requirements outlined in the Health and Safety Code, individual funding agreements and Government Auditing Standards. The principal focus of the compliance auditing procedures was to ensure TFCA expenditures were paid in accordance with the program’s objectives (Health and Safety Code Section (HSC) 44241). Compliance audits were planned and performed to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to in the HSC could have a direct and material effect on projects reported in the Schedules occurred.

The audit includes examining, on a test basis, evidence about the project sponsor’s compliance with those requirements and performing such other procedures as considered necessary in the circumstances.

Auditing procedures performed included, but were not limited to:

- Testing expenditures for allowable costs in accordance with Section 44241 of the Health and Safety Code.
- Verifying that the project sponsor used the TFCA funds for the reduction of emissions from motor vehicles.

4 – PROJECT SPONSOR FINDINGS

**Audit of the Schedules of Expenditures**

No project sponsor findings were identified for the projects audited as part of Audit No. 21.

**Compliance Auditing Procedures**

No project sponsor findings were identified for the projects audited as part of Audit No. 21.
5 – OTHER PROGRAM COMPLIANCE REVIEW

An Agreed Upon Procedures (AUP) engagement was performed to test the project sponsor’s compliance with other aspects of the TFCA Funding Agreement. These procedures were determined and prepared by the Air District for the auditors to perform.

The auditors issued a separate AUP Report over their results of the procedures performed.
APPENDIX A

HEALTH AND SAFETY CODE SECTIONS 44241 AND 44242
(a) Fee revenues generated under this chapter in the bay district shall be subvened to the bay district by the Department of Motor Vehicles after deducting its administrative costs pursuant to Section 44229.

(b) Fee revenues generated under this chapter shall be allocated by the bay district to implement the following mobile source and transportation control projects and programs that are included in the plan adopted pursuant to Sections 40233, 40717, and 40919:

1. The implementation of ridesharing programs.
2. The purchase or lease of clean fuel buses for school districts and transit operators.
3. The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5. Implementation of rail-bus integration and regional transit information systems.
6. Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
8. Implementation of a smoking vehicles program.
10. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
11. The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.
44241 (continued)

(c) (1) Fee revenue generated under this chapter shall be allocated by the bay district for projects and programs specified in subdivision (b) to cities, counties, the Metropolitan Transportation Commission, transit districts, or any other public agency responsible for implementing one or more of the specified projects or programs. Fee revenue generated under this chapter may also be allocated by the bay district for projects and programs specified in paragraph (7) of subdivision (b) to entities that include, but are not limited to, public agencies, consistent with applicable policies adopted by the governing board of the bay district. Those policies shall include, but are not limited to, requirements for cost-sharing for projects subject to the policies. Fee revenues shall not be used for any planning activities that are not directly related to the implementation of a specific project or program.

(2) The bay district shall adopt cost-effectiveness criteria for fee revenue generated under this chapter that projects and programs are required to meet. The cost-effectiveness criteria shall maximize emissions reductions and public health benefits.

(d) Not less than 40 percent of fee revenues shall be allocated to the entity or entities designated pursuant to subdivision (e) for projects and programs in each county within the bay district based upon the county's proportionate share of fee-paid vehicle registration.

(e) In each county, one or more entities may be designated as the overall program manager for the county by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolution shall specify the terms and conditions for the expenditure of funds. The entities so designated shall be allocated the funds pursuant to subdivision (d) in accordance with the terms and conditions of the resolution.

(f) Any county, or entity designated pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds, if those criteria have been modified in any way from the previous year. Any county, or entity designed pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall also hold one or more public meetings to review the expenditure of revenues received pursuant to this section by any designated entity. If any county or entity designated pursuant to subdivision (e) that receives funds pursuant to this section has not allocated all of those funds within six months of the date of the formal approval of its expenditure plan by the bay district, the bay district shall allocate the unallocated funds in accordance with subdivision (c).
BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
Appendix A - Health and Safety Code Sections 44241 and 44242
For Audit No. 21

44242

(a) Any agency which receives funds pursuant to Section 44241 shall, at least once every two years, undertake an audit of each program or project funded. The audit shall be conducted by an independent auditor selected by the bay district in accordance with Division 2 (commencing with Section 1100) of the Public Contract Code. The district shall deduct any audit costs which will be incurred pursuant to this section prior to distributing fee revenues to cities, counties, or other agencies pursuant to Section 44241.

(b) Upon completion of an audit conducted pursuant to subdivision (a), the bay district shall do both of the following:

(1) Make the audit available to the public and to the affected agency upon request.

(2) Review the audit to determine if the fee revenues received by the agency were spent for the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717.

(c) If, after reviewing the audit, the bay district determines that the revenues from the fees may have been expended in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to that plan, the district shall do all of the following:

(1) Notify the agency of its determination.

(2) Within 45 days of the notification pursuant to paragraph (1), hold a public hearing at which the agency may present information relating to expenditure of the revenues from the fees.

(3) After the public hearing, if the district determines that the agency has expended the revenues from the fees in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717, the district shall withhold these revenues from the agency in an amount equal to the amount which was inappropriately expended. Any revenues withheld pursuant to this paragraph shall be redistributed to the other cities within the county, or to the county, to the extent the district determines that they have complied with the requirements of this chapter.

(d) Any agency which receives funds pursuant to Section 44241 shall encumber and expend the funds within two years of receiving the funds, unless an application for funds pursuant to this chapter states that the project will take a longer period of time to implement and is approved by the district or the agency designated pursuant to subdivision (e) of Section 44241. In any other case, the district or agency may extend the time beyond two years, if the recipient of the funds applies for that extension and the district or agency, as the case may be, finds that significant progress has been made on the project for which the funds were granted.
APPENDIX B

LISTING OF AUDITED PROJECTS
<table>
<thead>
<tr>
<th>TFCA Project Number</th>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Final Project Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>17EV017</td>
<td>601 Marshall Street Owner, LLC</td>
<td>Install 5 dual-port and 1 single-port level 2 (high) charging stations in Redwood City</td>
<td>23,000.00</td>
</tr>
<tr>
<td>16R12</td>
<td>Associated Students of San Jose State University</td>
<td>Smart Pass Program</td>
<td>140,000.00</td>
</tr>
<tr>
<td>17R12</td>
<td>Associated Students of San Jose State University</td>
<td>Smart Pass Program</td>
<td>139,329.00</td>
</tr>
<tr>
<td>18R05</td>
<td>Associated Students of San Jose State University</td>
<td>Smart Pass Program</td>
<td>140,000.00</td>
</tr>
<tr>
<td>18R12</td>
<td>City of Emeryville</td>
<td>Emeryville Go-Round Watergate Express Project</td>
<td>67,177.00</td>
</tr>
<tr>
<td>17EV004</td>
<td>MPVCA Brisbane, LLC</td>
<td>Install 3 dual-port level 2 charging stations in Brisbane</td>
<td>12,000.00</td>
</tr>
<tr>
<td>15R29A</td>
<td>Trillian USA Company, LLC</td>
<td>Upgrade existing CNG refueling station in Berkeley</td>
<td>127,191.00</td>
</tr>
<tr>
<td><strong>Final Project Expenses</strong></td>
<td></td>
<td></td>
<td><strong>648,697.00</strong></td>
</tr>
<tr>
<td>Total Projects</td>
<td></td>
<td></td>
<td><strong>7</strong></td>
</tr>
<tr>
<td>Total Project Sponsors</td>
<td></td>
<td></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>