



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE

COMMITTEE MEMBERS

DAVID CANEPA – CO-CHAIR
ROB RENNIE – VICE CHAIR
PAULINE RUSSO CUTTER
LYNDA HOPKINS
DAVINA HURT
LORI WILSON

KATIE RICE – CO-CHAIR
MARGARET ABE-KOGA
JOHN GIOIA
DAVE HUDSON
KAREN MITCHOFF

**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
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WEBPAGE AT**

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- **THE PUBLIC MAY PARTICIPATE REMOTELY VIA ZOOM AT THE
FOLLOWING LINK OR BY PHONE**

<https://bayareametro.zoom.us/j/87499563357>

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

WEBINAR ID: 874 9956 3357

- **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**

**THURSDAY
MAY 27, 2021
9:30 A.M.**

AGENDA

1. CALL TO ORDER - ROLL CALL

PLEDGE OF ALLEGIANCE

PUBLIC MEETING PROCEDURE

The Committee Co-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-

CONSENT CALENDAR (ITEM 2)

2. APPROVAL OF THE MINUTES OF APRIL 22, 2021

Clerk of the Boards/5073

The Committee will consider approving the attached draft minutes of the Mobile Source and Climate Impacts Committee meeting of April 22, 2021.

END OF CONSENT CALENDAR

REGULAR AGENDA (ITEMS 3-5)

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

K. Mak/8660

kmak@baaqmd.gov

The Committee will consider recommending the Board of Directors approve the award of the Carl Moyer Program and TFCA funding to projects with proposed grant awards in excess of \$100,000 and authorize the Executive Officer/APCO to execute grant agreements for the recommended projects.

4. **UPDATES TO THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FISCAL YEAR ENDING (FYE) 2022**

L. Hui/4796

lhui@baaqmd.gov

The Committee will consider recommending the Board of Directors approve updates to the TFCA regional fund policies for FYE 2022.

5. **PLAN BAY AREA 2050 UPDATE**

M. DiPalma/8701

mdipalma@baaqmd.gov

The Committee will receive a briefing on Plan Bay Area 2050, the update to the regional Sustainable Communities Strategy prepared by Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) pursuant to Senate Bill (SB) 375.

END OF REGULAR AGENDA

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, June 24, 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 Co-Chairs.

CONTACT:

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

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

- 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 Air 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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 BEALE STREET, SAN FRANCISCO, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:

MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

MAY 2021

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	27	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Technology Implementation Office (TIO) Steering Committee	Friday	28	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20

JUNE 2021

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	2	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Community Equity, Health and Justice Committee	Thursday	3	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Meeting	Wednesday	16	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Legislative Committee	Wednesday	16	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Stationary Source and Climate Impacts Committee	Monday	21	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	24	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 21, 2021

Re: Approval of the Minutes of April 22, 2021

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source and Climate Impacts Committee (Committee) meeting of April 22, 2021.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source and Climate Impacts Committee meeting of April 22, 2021.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Mobile Source and Climate Impacts Committee Meeting
of April 22, 2021

AGENDA: 2A – ATTACHMENT

Draft Minutes – Mobile Source and Climate Impacts Committee Meeting of April 22, 2021

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 and Climate Impacts Committee Meeting
Thursday, April 22, 2021

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 and Climate Impacts Committee (Committee) Co-Chairperson, David Canepa, called the meeting to order at 9:31 a.m.

Present: Co-Chairperson David Canepa; Vice Chair Rob Rennie; and Directors Margaret Abe-Koga, Pauline Russo Cutter, John Gioia, Lynda Hopkins, David Hudson, Karen Mitchoff, and Lori Wilson.

Absent: Co-Chairperson Katie Rice; and Director Davina Hurt.

Also Present: None.

2. APPROVAL OF THE MINUTES OF MEETING OF MARCH 25, 2021

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Cutter made a motion, seconded by Director Hudson, to **approve** the Minutes of the Meeting of March 25, 2021; and the motion carried by the following vote of the Committee:

AYES: Canepa, Cutter, Gioia, Hopkins, Hudson, Mitchoff, Rennie, Wilson.
NOES: None.
ABSTAIN: Abe-Koga.
ABSENT: Hurt, Rice.

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

Prior to the presentation, Damian Breen, Senior Deputy Executive Officer of Operations, announced that one Transportation Fund for Clean Air (TFCA) project is an on-road project that will deploy up to 30 new zero-emission hydrogen fuel cell Class 8 drayage trucks in Northern California, and be domiciled near the Port of Oakland. Through a statewide competition, the Air District was recently awarded \$17,165,729 from the California Energy Commission (CEC) and California Air Resources Board (CARB) for this project, and Air District staff is recommending the award of up to an additional \$3,360,000 as matching funding. In addition, the Alameda County Transportation Commission is contributing \$3,640,000 in matching funds and requested the Air District serve as the fiscal agent for the monies that are contributing. The project sponsor and other partners will provide the remaining balance of approximately \$54 million in funding for this project.

Mr. Breen then introduced Adam Shapiro, Supervising Staff Specialist, who gave the staff presentation *Projects and Contracts with Proposed Awards over \$100,000*, including: outcome; outline; requested action; Carl Moyer Program (CMP)/Mobile Source Incentive Fund (MSIF), Community Air Protection Program (CAPP), and Funding Agricultural Replacement Measures for Emissions Reductions (FARMER); TFCA; incentive funding awarded and recommended since July 2020 by revenue source, project category, and county; and feedback requested/prompt.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the funding sources of the aforementioned zero-emission hydrogen fuel cell Class 8 drayage trucks project, how to best inform West Oakland residents of the project and how it will reduce their health impacts, and the request for a tour at the Port of Oakland once this project is implemented; concerns that railroad improvement projects are impacting sustainable enhancements to local jurisdictions' capital improvement projects; and the status of the construction of the Freight Intelligent Transportation System program at the Port of Oakland, including freight technology demonstration projects designed to reduce congestion and improve traffic flow for truck drivers who haul cargo containers in and out of Oakland.

Committee Action

Director Cutter made a motion, seconded by Director Abe-Koga, to recommend the Board **approve** the award of the Carl Moyer Program funding to projects with proposed grant awards in excess of \$100,000 and **authorize** the Executive Officer/Air Pollution Control Officer (APCO) to execute grant agreements for the recommended projects; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Cutter, Gioia, Hopkins, Hudson, Mitchoff, Rennie, Wilson.
NOES: None.
ABSTAIN: None.
ABSENT: Hurt, Rice.

4. TRANSPORTATION FUND FOR CLEAN AIR AUDIT #21 RESULTS: AIR DISTRICT-SPONSORED PROGRAMS AND COUNTY PROGRAM MANAGER (CPM) FUND PROJECTS

Ken Mak, Supervising Staff Specialist, gave the staff presentation *TFCA Program Audit #21 Results*, including: outcome; outline; requested action; background TFCA; Audit #21 scope and results; Contra Costa Transportation Authority 18CC00; and next steps.

Public Comments

No requests received.

Committee Comments

The Committee asked Moussa for an overview of the findings of the compliance audits (Audit #21) of TFCA Air District-Sponsored Programs and County Program Manager Fund Projects.

Committee Action

None; receive and file.

5. TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER EXPENDITURE PLANS FOR FISCAL YEAR ENDING 2022

Mr. Breen introduced Hannah Cha, Staff Specialist, who gave the staff presentation *TFCA CPM Expenditure Plans for FYE 2022*, including: outcome; outline; requested actions; TFCA and TFCA CPM Program background; proposed allocation for CPM in FYE 2022; and feedback requested/prompt.

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hudson made a motion, seconded by Director Cutter, to recommend the Board **approve** the allocation of new TFCA revenue to each of the nine CPM for FYE 2022, and **authorize** the

Executive Officer/APCO to enter into funding agreements with the CPMs for TFCA revenues to be programmed in FYE 2022; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Cutter, Gioia, Hopkins, Hudson, Mitchoff, Rennie, Wilson.
NOES: None.
ABSTAIN: None.
ABSENT: Hurt, Rice.

6. CLEAN CARS FOR ALL PROGRAM FUNDING

Tin Le, Supervising Staff Specialist, gave the staff presentation *Clean Cars for All Program Funding*, including: outcome; requested actions; outline; program overview; program funding; application trends; geographic distribution; participant ethnicity; new funding; and requested actions.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed how to coordinate Clean Cars for All with the Air District's electric vehicle (EV) infrastructure implementation; the need to close the equity gaps on EV charging infrastructure, and whether Community Choice Aggregation agencies can assist with that; whether the vehicle dealerships participating in the Clean Cars for All Program are required to address language needs for applicants; how to increase program participation; whether the Air District has alerted Community Choice Aggregation agencies and local electric utility companies about the program; ways in which Board members can promote the program; and ways in which program outreach can be improved.

Committee Action

Director Hudson made a motion, seconded by Director Cutter, to recommend the Board **adopt** a resolution authorizing the Executive Officer/APCO to accept, obligate, and expend up to \$3 million from the California Air Resources Board for the Bay Area Clean Cars for All Program, and **authorize** the Executive Officer/APCO to enter into all agreements necessary to accept, obligate, and expend this funding; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Canepa, Cutter, Gioia, Hudson, Mitchoff, Rennie, Wilson.
NOES: None.
ABSTAIN: None.
ABSENT: Hopkins, Hurt, Rice.

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

Public comments by Andrea S. were read aloud by Air District staff.

8. COMMITTEE MEMBER COMMENTS

Director Cutter suggested that Air District staff who have Zoom panelist links at Committee and Board meetings post their Zoom profile pictures so that the Board members can match faces with names.

9. TIME AND PLACE OF NEXT MEETING

Thursday, May 27, 2021, at 9:30 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

10. ADJOURNMENT

The meeting adjourned at 10:43 a.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 21, 2021

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 (NO_x), 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. Since 2018, this funding may also be used to incentivize the installation of infrastructure that will support the deployment of new zero-emissions vehicles and equipment.

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 the Air District's 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 reducing air pollution and public health impacts from mobile and stationary sources. Funding for incentives to support AB 617 communities 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. 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 have been identified and prioritized by communities with a Community Emissions Reduction Program, pursuant to HSC Section 44391.2.

In February 2018, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines 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 passed through to the designated County Program Manager in each of the nine counties within the Air District's jurisdiction that in turn award TFCA funds to eligible projects within their communities.

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 and Climate Impacts 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 CMP, MSIF, Community Health Protection (CHP) 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 April 26, 2021, the Air District had received or evaluated 115 project applications. Of the applications that were evaluated between March 23 and April 26, 2021, five eligible projects have proposed grant awards over \$100,000. Two off-road agricultural projects will replace three pieces of mobile, diesel-powered equipment. Three marine projects will replace two tugboat diesel engines and three fishing vessel diesel engines with cleaner diesel engines. These projects will reduce over 27 tons of NOx, ROG, and PM per year. Staff recommends the allocation of \$4,366,900 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 April 26, 2021, and includes information about equipment category, award amounts, estimated emissions reductions, county location, and whether the project benefits Air District designated Community Air Risk Evaluation (CARE) areas or disadvantaged (Senate Bill (SB) 535) and/or low-income (AB 1550) communities. To date, approximately 70% of the funds¹ have been awarded or allocated to low-income residents or to projects that reduce emissions CARE areas, disadvantaged SB 535, and/or low-income AB 1550 communities. This percentage will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

¹ For the purpose of determining whether funding was awarded or allocated to low-income residents or to projects that reduce emissions in CARE, SB 535, and/or low-income AB 1550 communities, funds awarded and allocated to date does not include any amounts awarded to regional projects where all communities receive the benefit. It also does not include amounts awarded to projects where the location of the benefit is unknown until additional information becomes available.

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 consisting of new and prior-year revenues. 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 April 26, 2021, the Air District had received 11 project applications. Of the applications that were evaluated between April 17, 2021 and April 26, 2021, four eligible projects have a proposed grant award over \$100,000. These four trip reduction projects have proposed awards totaling \$2,498,660.

Reducing single occupancy motor vehicle trips to reduce air pollution from mobile sources has been a key strategy of the Air District for over 30 years. Although trip reduction projects have many co-benefits such as supporting health, safety, and equity, the air quality benefits of these types of projects have been steadily decreasing over time as state and federal regulations have effectively reduced the criteria pollutants emitted from on-road passenger vehicles. Meanwhile since the shelter-in-place orders were issued fewer people have been taking transit, further decreasing the air quality benefits and cost-effectiveness of these services.

During the past year, Air District staff have been meeting with last-mile commute connection service providers to understand the impact to ridership and operations due to the shelter-in-place orders, understand the process and steps they are taking for encouraging commuters to return to transit once the shelter-in-place orders are lifted, and obtain their input on what a TFCA-funded Last Mile Commuter Connection incentive program might look like post-shelter-in-place given that the previously funded projects would not have been cost-effective in 2020 given the ridership numbers reported by these service providers. In response to the feedback received over the past year, staff is recommending awards that would provide up to two-years of funding to allow the providers sufficient time to ramp up operations and ridership as well as additional time to be able to secure alternate sources of funding in case these projects are not able to meet the cost-effectiveness requirement within the two-year term.

Because Spare the Air and last mile commute connection services have overlapping target audiences, shared goals, and experienced similar decreases in air quality benefits and ridership, on April 7th, 2021, the Board of Directors approved a recommendation to temporarily increase the cost-effectiveness limit for the Spare the Air program in FYE 2022 and to allow other TFCA-funded trip reduction projects to be evaluated in conjunction with the Spare the Air program. Because the recommended projects are two-year projects, staff recommends that the emissions reduction benefits from these four projects be evaluated along with the Spare the Air program in FYE 2022 and FYE 2023.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2020 and April 26th, 2021, including information about the project category, award amount, estimated emissions reduction, county location, and whether the project benefits Air District designated Community Air Risk Evaluation (CARE) areas or disadvantaged (Senate Bill (SB) 535) and/or low-income (AB 1550) communities. To date, approximately 89% of the

funds have been awarded or allocated to low-income residents or to projects that reduce emissions in CARE, disadvantaged SB 535, and/or low-income AB 1550 communities. This percentage will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

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: Minda Berbeco, Alona Davis, Linda Hui, Ken Mak, and Chad White
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 4/26/21
- Attachment 3: TFCA projects awarded and allocated projects between 7/1/20 and 4/26/21
- Attachment 4: Summary of funding awarded and allocated between 7/1/20 and 4/26/21

AGENDA 3 - ATTACHMENT 1

Table 1 - Carl Moyer Program/ Mobile Source Incentive Fund, FARMER, and Community Health Protection Program projects with grant awards greater than \$100k (Evaluated between 3/23/21 and 4/26/21)

Project #	Applicant name	Project Category	Project Description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NO _x	ROG	PM	
22MOY118	Northwest Tug Leasing	Marine	Tugboat - replacement of two tugboat Tier-3 engines with Tier-4 engines	\$ 3,700,000	\$ 3,896,227	20.875	2.599	0.409	Alameda
22MOY129	Mr. Morgan Fisheries Inc.	Marine	Fishing vessel - replacement of Tier-0 main engine with Tier-3 engine; replacement of Tier-2 auxiliary engine with Tier 3 auxiliary engine	\$ 310,000	\$ 408,965	1.281	0.007	0.053	San Mateo
22MOY136	Zachary Jason Medinas	Marine	Fishing vessel - replacement of Tier-0 main engine with Tier-3 engine	\$ 111,000	\$ 122,079	0.895	0.005	0.034	San Francisco
22MOY104	Bains Farms LLC	Off-Road/Ag	Replace two diesel ag tractor Tier-0 engines with two diesel ag tractor Tier-4 engines	\$ 113,400	\$ 141,799	0.501	0.079	0.046	Solano
22MOY94	Lunny Ranch, LLC	Off-Road/Ag	Replace one diesel ag tractor Tier-1 engine with one diesel ag tractor Tier-4 engine	\$ 132,500	\$ 147,234	0.215	0.022	0.014	Marin
5 Projects				\$ 4,366,900	\$ 4,716,304	23.767	2.711	0.557	

Table 2 - Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 4/17/21 and 4/26/21)

Project #	Applicant name	Project Category	Project Description	Proposed contract award	Total project cost	Emission Reductions (tons per year)			County
						NO _x	ROG	PM	
21R08	Peninsula Corridor Joint Powers Board	Trip Reduction	Bayside/Burlingame & Marsh Road Caltrain Shuttles	\$ 160,000	\$ 242,200	N/A*	N/A*	N/A*	San Mateo
21R09	San Jose State University	Trip Reduction	San Jose State University Rideshare and Trip Reduction	\$ 280,000	\$ 1,950,000	N/A*	N/A*	N/A*	Regional
21R10	Presidio Trust	Trip Reduction	PresidiGO Downtown Shuttles	\$ 240,000	\$ 1,108,274	N/A*	N/A*	N/A*	San Francisco
21R11	Santa Clara Valley Transit Authority	Trip Reduction	ACE Shuttles	\$ 1,818,660	\$ 3,648,930	N/A*	N/A*	N/A*	Santa Clara
4 Projects				\$ 2,498,660	\$ 6,949,404	N/A	N/A	N/A	

*Emission reductions will be reported as part of the Spare the Air program.

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/SB535 Area	County
						NOx	ROG	PM				
21MOY203	Ag/ off-road	Equipment replacement	1	\$ 60,000.00	Rider Vineyards dba Joseph Rider	0.104	0.005	0.006	APCO	No	No	Napa
21MOY198	On-road	Equipment replacement	1	\$ 10,000.00	EPP Transport, LLC	0.181	0.015	0.000	APCO	Yes	Yes	Alameda
21MOY206	Ag/ off-road	Equipment replacement	2	\$ 90,840.00	Hudson Vineyards LLC	0.162	0.005	0.009	APCO	No	No	Napa
21MOY210	On-road	Equipment replacement	1	\$ 20,000.00	Samuel's Trucking	0.466	0.039	0.003	APCO	Yes	Yes	Alameda
21MOY217	On-road	Equipment replacement	1	\$ 25,000.00	Daxin Trucking, LLC.	0.566	0.048	0.000	APCO	Yes	Yes	Alameda
21MOY208	Ag/ off-road	Equipment replacement	2	\$ 76,300.00	M. German & Son Partnership	0.345	0.055	0.028	APCO	No	No	Solano
21MOY209	Ag/ off-road	Equipment replacement	1	\$ 48,800.00	Lum Family Farms Inc	0.145	0.026	0.018	APCO	No	No	Solano
21MOY214	Ag/ off-road	Equipment replacement	5	\$ 255,400.00	Robledo Vineyard Mgmt LLC	0.563	0.092	0.061	10/7/2020	No	No	Sonoma/ Napa
21MOY212	On-road	Equipment replacement	1	\$ 55,000.00	Ram Harak & Son Trucking	0.352	0.030	0.002	APCO	Yes	Yes	Alameda
21MOY235	Ag/ off-road	Equipment replacement	1	\$ 51,600.00	Mertens Dairy	0.213	0.038	0.028	APCO	No	No	Sonoma
21MOY228	Ag/ off-road	Equipment replacement	3	\$ 130,200.00	Turnbull Wine Cellars	0.191	0.037	0.026	10/7/2020	No	No	Napa
21MOY239	Ag/ off-road	Equipment replacement	4	\$ 170,100.00	Michael Wolf Vineyard Services Inc.	0.206	0.016	0.021	10/7/2020	No	Yes	Napa
21MOY121	On-road	Equipment replacement	1	\$ 15,000.00	Prabhjit	0.321	0.027	0.000	APCO	No	Yes	San Joaquin
21MOY218	Ag/ off-road	Equipment replacement	2	\$ 76,100.00	Richard A. Zimmerman	0.194	0.030	0.017	APCO	No	No	Solano
21MOY240	On-road	Equipment replacement	1	\$ 20,000.00	Sunny Trucking	0.301	0.025	0.000	APCO	No	Yes	San Joaquin
21MOY227	On-road	Equipment replacement	1	\$ 40,000.00	Streamline Trans Inc., dba DM Trucking	0.836	0.071	0.006	APCO	Yes	Yes	Alameda
21MOY246	On-road	Equipment replacement	1	\$ 30,000.00	Ali Transportation	0.375	0.032	0.000	APCO	Yes	No	Alameda
21MOY241	Ag/ off-road	Equipment replacement	1	\$ 62,950.00	Wight Vineyard Management, Inc.	0.126	0.008	0.008	APCO	No	Yes	Napa
21MOY102	Off-Road	Equipment replacement	1	\$ 48,850.00	San Mateo Union High School District	0.092	0.021	0.016	APCO	No	Yes	San Mateo
21MOY166	Ag/ off-road	2-for-1 Equipment Replacement	1	\$ 39,400.00	Beckstoffer Vineyards Napa Valley	0.250	0.037	0.025	APCO	No	No	Napa
21MOY223	On-road	Equipment replacement	1	\$ 30,000.00	Oakland Container Trucking	0.525	0.038	0.000	APCO	Yes	Yes	Alameda
21MOY265	Ag/ off-road	Equipment replacement	1	\$ 182,700.00	Paul P. Bianchi, Inc	1.251	0.138	0.079	11/18/2020	No	No	Sonoma

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/ SB535 Area	County
						NOx	ROG	PM				
21MOY245	Ag/ off-road	Equipment replacement	4	\$ 143,400.00	Ilsley Brothers Farming, LLC	0.209	0.078	0.035	11/18/2020	No	No	Napa
21MOY236	Ag/ off-road	Equipment replacement	1	\$ 604,150.00	Morrison Cazares Boyer Construction inc.	1.060	0.098	0.056	11/18/2020	No	No	Napa
21MOY232	Off-Road	Equipment replacement	1	\$ 125,000.00	L.H. Voss Materials	0.725	0.036	0.018	11/18/2020	Yes	Yes	Alameda/ Contra Costa
21SBP196	School Bus	Equipment replacement	2	\$ 258,081.00	Fairfield-Suisun Unified School District	0.113	0.001	0.000	11/18/2020	No	Yes	Solano
21MOY249	On-road	Equipment replacement	1	\$ 25,000.00	Jeevan Trucking Inc	0.478	0.040	0.000	APCO	Yes	Yes	Alameda
21MOY221	Ag/ off-road	Equipment replacement	2	\$ 91,650.00	Robert J Camozzi II	0.211	0.024	0.021	APCO	No	No	Sonoma
21MOY257	On-road	Equipment replacement	1	\$ 25,000.00	Harpinderpal Singh	0.466	0.035	0.000	APCO	Yes	Yes	Alameda
21MOY238	Ag/ off-road	Equipment replacement	1	\$ 64,700.00	Foley Family Farms, LLC	0.141	0.018	0.012	APCO	No	No	Sonoma
21MOY281	Ag/ off-road	Equipment replacement	1	\$ 42,200.00	Palm Drive Vineyards LLC	0.044	0.005	0.006	APCO	No	No	Sonoma
21MOY233	Ag/ off-road	Equipment replacement	1	\$ 62,000.00	RR Farms	0.071	0.011	0.008	APCO	No	No	Sonoma
21MOY272	Ag/ off-road	Equipment replacement	1	\$ 58,000.00	StoneMar Properties, LLC	0.100	0.005	0.006	APCO	No	No	Contra Costa
21MOY280	Ag/ off-road	Equipment replacement	1	\$ 64,400.00	Barbour Vineyards Management LLC	0.113	0.007	0.007	APCO	No	No	Napa
21MOY274	Ag/ off-road	Equipment replacement	3	\$ 120,500.00	Green Valley Cattle Co.	0.205	0.035	0.021	12/16/2020	No	No	Solano
21MOY251	Ag/ off-road	Equipment replacement	1	\$ 50,300.00	Wild Oak Vineyards LLC	0.086	0.019	0.015	APCO	No	No	Solano
22MOY2	On-road	Equipment replacement	1	\$ 35,000.00	Mandeep Singh	0.337	0.029	0.000	APCO	Yes	Yes	Alameda
22MOY4	Marine	Engine Replacement	1	\$ 128,000.00	Happy Hooker Sportfishing	0.307	-0.008	0.019	12/16/2020	Yes	Yes	Alameda
21MOY234	On-road	Engine Replacement	1	\$ 35,000.00	Jianye Trucking Inc.	0.674	0.057	0.000	APCO	Yes	Yes	Alameda
21MOY242	On-road	Engine Replacement	1	\$ 30,000.00	OJM Trucking Inc.	0.620	0.053	0.000	APCO	Yes	Yes	Alameda
22MOY3	Marine	Engine Replacement	2	\$ 1,166,000.00	San Francisco Water Emergency Transportation Authority	5.570	0.500	0.190	12/16/2020	Yes	Yes	Alameda/ Contra Costa/ San Francisco
21MOY172	Ag/ off-road	Engine Replacement	2	\$ 512,750.00	George Chiala Farms, Inc.	1.656	0.154	0.089	12/16/2020	No	No	Santa Clara
22MOY6	Ag/ off-road	Engine Replacement	1	\$ 185,400.00	Mazzetta Dairy	1.155	0.106	0.066	12/16/2020	No	No	Sonoma
21MOY226	Off-Road	Engine Replacement	2	\$ 141,000.00	Columbia Electric, Inc.	0.532	0.038	0.035	12/16/2020	Yes	Yes	Alameda/ Contra Costa/ Santa Clara
21MOY277	Off-Road	Engine Replacement	5	\$ 345,500.00	R.J.S. & Associates, Inc.	1.815	0.171	0.107	12/16/2020	Yes	Yes	Santa Clara/ Alameda

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/ SB535 Area	County
						NOx	ROG	PM				
22MOY13	Marine	Engine Replacement	1	\$ 140,000.00	Lion Fisheries, LLC.	0.898	-0.013	0.036	12/16/2020	No	No	San Mateo
21MOY237	Ag/ off-road	Engine Replacement	2	\$ 85,300.00	Dirt Farmer & Company, A California Corporation	0.272	0.054	0.037	APCO	No	No	Sonoma
21MOY225	On-road	Engine Replacement	1	\$ 35,000.00	Longs Mach	0.453	0.034	0.000	APCO	Yes	Yes	Alameda
21MOY264	On-road	Equipment replacement	1	\$ 60,000.00	McKim Corp	2.260	0.160	0.014	APCO	No	Yes	Santa Clara
21MOY261	On-road	Equipment replacement	1	\$ 20,000.00	Dhillon Trucking	0.654	0.097	0.029	APCO	Yes	No	Alameda
22MOY15	On-road	Equipment replacement	1	\$ 35,000.00	NCH Trucking	0.635	0.054	0.005	APCO	Yes	No	Alameda
22MOY16	On-road	Equipment replacement	1	\$ 30,000.00	Sahara Logistics INC DBA Ibrahim Trucking	0.410	0.035	0.000	APCO	Yes	No	Alameda
21MOY243	On-road	Equipment replacement	1	\$ 40,000.00	Gill Freightliner	0.684	0.058	0.000	APCO	Yes	Yes	Alameda
22MOY17	Off-Road	Equipment replacement	2	\$ 103,100.00	Robledo Inc.	0.313	0.048	0.028	1/20/2021	No	No	Solano
22MOY34	On-road	Equipment replacement	1	\$ 55,000.00	26 Pawar Corporation	1.117	0.084	0.007	APCO	Yes	Yes	Santa Clara
22MOY1	Ag/ off-road	Equipment replacement	1	\$ 33,000.00	Gerald & Kristy Spaletta	0.046	0.044	0.011	APCO	No	No	Sonoma
21MOY275	Off-Road	Equipment replacement + Infrastructure	2	\$ 90,100.00	Pine Cone Lumber Co., Inc.	0.068	0.011	0.004	APCO	No	No	Santa Clara
21MOY271	On-road	Equipment Replacement	1	\$ 30,000.00	Sarbjit Singh Deol	0.325	0.028	0.000	APCO	Yes	Yes	Alameda
22MOY10	On-road	Equipment Replacement	1	\$ 10,000.00	Lam Le	0.153	0.012	0.000	APCO	Yes	Yes	Alameda
21MOY278	On-road	Equipment Replacement	1	\$ 40,000.00	Gurtej Atwal	0.764	0.052	0.006	APCO	No	No	Alameda
22MOY8	On-road	Equipment Replacement	1	\$ 25,000.00	MP Trucking	0.364	0.031	0.000	APCO	No	No	San Joaquin
22MOY35	On-road	Equipment Replacement	1	\$ 35,000.00	Sahara Logistics INC DBA Ibrahim Trucking	0.391	0.033	0.000	APCO	Yes	No	Alameda
21MOY285	On-road	Equipment Replacement	1	\$ 40,000.00	G S Trucking	0.658	0.056	0.004	APCO	Yes	Yes	Alameda
22MOY38	On-road	Equipment Replacement	1	\$ 20,000.00	Primo Express Transport, Inc	0.394	0.033	0.003	APCO	Yes	Yes	Contra Costa
21MOY283	On-road	Equipment Replacement	1	\$ 40,000.00	Sall Trucking	0.943	0.156	0.008	APCO	Yes	Yes	Alameda
22MOY25	On-road	Equipment Replacement	1	\$ 40,000.00	Sarbjit S Bains	0.687	0.058	0.005	APCO	No	Yes	Santa Clara
22MOY26	On-road	Equipment Replacement	1	\$ 25,000.00	Dharmender Singh Barn	0.530	0.045	0.000	APCO	Yes	No	Alameda
22MOY33	Off-Road	Equipment Replacement	3	\$ 153,600.00	Cornerstone Certified Vineyard	0.396	0.068	0.051	1/20/2021	No	No	Sonoma

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/ SB535 Area	County
						NOx	ROG	PM				
22MOY43	Off-Road	Equipment Replacement	3	\$ 128,300.00	Atlas Vineyard Management, Inc.	0.158	0.033	0.024	3/3/2021	No	No	Napa
22MOY18	Off-Road	Equipment Replacement	2	\$ 259,100.00	Willotta Ranch	1.073	0.130	0.073	1/20/2021	No	No	Solano
22MOY39	Off-Road	Equipment Replacement	1	\$ 53,200.00	Romero Vineyard Management LLC	0.066	0.016	0.012	APCO	No	No	Napa
22MOY19	Marine	Engine Replacement	6	\$ 3,715,000.00	San Francisco Water Emergency Transportation Authority	16.822	1.500	0.562	1/20/2021	Yes	Yes	Alameda
22MOY30	Marine	Engine Replacement	2	\$ 298,000.00	A.C. Fishing Charters Inc., dba Tigerfish Sportfishing	0.515	0.002	0.027	1/20/2021	No	No	Alameda
22MOY21	Marine	Engine Replacement	1	\$ 120,000.00	Jerry Harold Pemberton	0.244	0.003	0.009	1/20/2021	No	No	San Mateo
22MOY24	Ag/ off-road	Engine Replacement	1	\$ 139,900.00	Stanley J Poncia	0.256	0.047	0.036	1/20/2021	No	Yes	Sonoma
21MOY134	Ag/ off-road	Equipment replacement	1	\$ 34,000.00	Dutton Ranch Corp.	0.061	0.003	0.003	APCO	No	No	Sonoma
22MOY46	Ag/ off-road	Equipment replacement	2	\$ 93,800.00	Shafer Vineyards	0.208	0.057	0.024	APCO	No	No	Napa
22MOY61	Ag/ off-road	Equipment replacement	1	\$ 141,600.00	Larry's Produce LLC	0.360	0.039	0.023	3/3/2021	No	No	Solano
22MOY27	Ag/ off-road	Equipment replacement	1	\$ 223,500.00	Mark and Lisa Shelley	1.205	0.111	0.069	3/3/2021	No	No	Sonoma
21SBP211	School Bus	Equipment replacement + Infrastructure	3	\$ 560,575.00	Menlo Park City School District	0.160	0.011	0.001	3/3/2021	No	Yes	San Mateo
22MOY37	Ag/ off-road	Equipment replacement	1	\$ 347,400.00	Morrison Chopping, LLC	2.073	0.199	0.108	3/3/2021	No	No	Sonoma
22MOY68	Ag/ off-road	Equipment replacement	1	\$ 20,000.00	Roger King	0.013	0.010	0.003	APCO	No	No	Solano
22MOY51	Ag/ off-road	Equipment replacement	1	\$ 30,100.00	Robert Lauritsen	0.024	0.023	0.006	APCO	No	No	Napa
22MOY55	Ag/ off-road	Equipment replacement	1	\$ 56,200.00	Thomas W. Crane	0.137	0.021	0.012	APCO	No	No	Sonoma
22MOY60	Ag/ off-road	Equipment replacement	1	\$ 33,800.00	Karl Bucher	0.019	0.017	0.005	APCO	No	Yes	Napa
22MOY58	Ag/ off-road	Equipment replacement	1	\$ 42,000.00	Sweetlane Nursery and Vineyards, Inc. dba Grossi Farms	0.031	0.008	0.007	APCO	No	No	Sonoma
22MOY5	Marine	Engine replacement	2	\$ 293,000.00	Golden Eye 2000	2.471	-0.025	0.097	TBD	Yes	Yes	Alameda
22MOY79	Ag/ off-road	Equipment replacement	1	\$ 43,500.00	Loma del sol farming inc.	0.088	0.020	0.015	APCO	No	No	Sonoma
22MOY82	Ag/ off-road	Equipment replacement	1	\$ 34,000.00	Gilardi's Family Farm	0.036	0.006	0.004	APCO	No	Yes	Sonoma
22MOY69	Ag/ off-road	Equipment replacement	2	\$ 276,450.00	Ielmorini Custom Spreading, LLC	2.124	0.200	0.116	4/7/2021	No	Yes	Marin/Sonoma
22MOY72	Ag/ off-road	Equipment replacement	1	\$ 318,200.00	West Marin Compost LLC	0.945	0.042	0.024	4/7/2021	No	Yes	Marin

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/ SB535 Area	County
						NOx	ROG	PM				
22MOY80	Ag/ off-road	Equipment replacement	5	\$ 300,900.00	Renteria Vineyard Management LLC	0.699	0.098	0.072	4/7/2021	No	No	Napa/Sonoma
22SBP14	School Bus	Equipment replacement + Infrastructure	2	\$ 622,556.00	Milpitas Unified School District	0.191	0.018	0.001	4/7/2021	No	Yes	Santa Clara
22MOY81	Ag/ off-road	Equipment replacement	2	\$ 101,800.00	Stephen Tenbrink	0.285	0.033	0.022	4/7/2021	No	No	Solano
22MOY64	Ag/ off-road	Equipment replacement	2	\$ 166,500.00	Joseph Rider	0.152	0.030	0.022	4/7/2021	No	No	Napa
22MOY77	Ag/ off-road	Equipment replacement	1	\$ 38,750.00	Marc Mondavi	0.047	0.008	0.007	APCO	No	No	Napa
22MOY88	Ag/ off-road	Equipment replacement	1	\$ 43,500.00	Anselmo Farms LLC	0.049	0.005	0.005	APCO	No	No	Solano
21MOY185	Ag/ off-road	Equipment replacement	1	\$ 57,300.00	Wente Bros. dba. Wente Vineyards	0.213	0.034	0.026	APCO	Yes	No	Solano
22MOY85	Ag/ off-road	Equipment replacement	1	\$ 218,350.00	Bordessa Family Dairies	0.717	0.066	0.041	5/5/2021	No	No	Sonoma
21MOY222	Ag/ off-road	Equipment replacement	1	\$ 40,950.00	Jack Neal and Son Inc	0.092	0.015	0.011	APCO	No	No	Napa
22MOY87	Ag/ off-road	Equipment replacement	1	\$ 60,000.00	Mike K. Waller	0.092	0.011	0.006	APCO	No	No	Solano
22MOY99	Ag/ off-road	Equipment replacement	1	\$ 41,100.00	Daylight Vineyard Management, inc.	0.062	0.005	0.007	APCO	No	No	Sonoma
22MOY100	Ag/ off-road	Equipment replacement	1	\$ 166,700.00	Poncia Fertilizer, Inc.	1.140	0.111	0.059	5/5/2021	No	Yes	Sonoma
22MOY67	Ag/ off-road	Equipment replacement	2	\$ 107,400.00	Morrison Dairy	0.201	0.026	0.023	5/5/2021	No	No	Sonoma
22SBP9	School Bus	Equipment replacement	4	\$ 827,820.00	Napa Valley Unified School District	0.564	0.055	0.000	5/5/2021	No	Yes	Napa
22MOY101	Marine	Equipment replacement	2	\$ 2,886,000.00	Foss Maritime Company LLC	16.443	1.467	0.548	5/5/2021	Yes	Yes	Contra Costa
22MOY65	Ag/ off-road	Equipment replacement	1	\$ 28,000.00	Anthony Rossi	0.017	0.014	0.004	APCO	No	No	Napa
22MOY94	Ag/ off-road	Equipment replacement	1	\$ 132,500.00	Lunny Ranch, LLC	0.215	0.022	0.014	TBD	No	Yes	Marin
22MOY104	Ag/ off-road	Equipment replacement	2	\$ 113,400.00	Bains Farms LLC	0.501	0.079	0.046	TBD	No	No	Solano
22MOY75	On-road	Equipment replacement	1	\$ 25,000.00	Gill Brothers Express Inc	1.097	0.081	0.007	APCO	yes	yes	Alameda
22MOY98	Off-Road	Equipment replacement	1	\$ 44,000.00	St. Supery Inc.	0.049	0.008	0.005	APCO	No	No	Napa
22MOY111	On-road	Equipment replacement	1	\$ 20,000.00	SAHIB SAFELINE	0.545	0.046	0.000	APCO	No	yes	Alameda
22MOY118	Marine	Equipment replacement	2	\$ 3,700,000.00	Northwest Tug Leasing	20.875	2.599	0.409	TBD	Yes	yes	Alameda
22MOY129	Marine	Equipment replacement	2	\$ 310,000.00	Mr. Morgan Fisheries Inc.	1.281	0.007	0.053	TBD	No	No	San Mateo

AGENDA 3 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects awarded and allocated
(between 7/1/20 and 4/26/21)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	CARE Area	AB1550/ SB535 Area	County
						NOx	ROG	PM				
22MOY136	Marine	Equipment replacement	1	\$ 111,000.00	Zachary Jason Medinas	0.895	0.005	0.034	TBD	Yes	Yes	San Francisco
115 Projects			175	\$ 24,461,522		113.4	10.9	4.0				

AGENDA 3 - ATTACHMENT 3

Table 1 - TFCA projects awarded and allocated (between 7/1/20 and 4/26/21)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (tons per year)			Board/ APCO Approval Date	CARE Area	AB1550 / SB535 Area	County
					NO _x	ROG	PM				
20R30	Bicycle Facilities	Upgrade 12.6 miles of Class II bikeways to Class IV in Fremont	\$ 130,000	City of Fremont	0.005	0.006	0.014	7/15/20	No	No	Alameda
20R31	Bicycle Facilities	Install and maintain 520 electronic bicycle locker spaces at 22 Caltrain stations in San Francisco, San Mateo and Santa Clara counties	\$ 1,041,000	Peninsula Corridor Joint Powers Board	0.097	0.139	0.306	7/15/20	No	No	Multi-County
20R32	Bicycle Facilities	Install 1.9 miles of Class IV bikeways in Hayward	\$ 200,790	City of Hayward	0.040	0.055	0.134	10/7/20	Yes	Yes	Alameda
21R02	LD Vehicles	Vehicle Buy Back Program	\$ 300,000	BAAQMD	N/A**	N/A**	N/A**	6/3/20	N/A	N/A	Regional
21R04	LD Vehicles	Clean Cars For All	\$ 10,000,000	BAAQMD	N/A	N/A	N/A	7/15/20	TBD*	TBD*	Regional
20R35	On-road Trucks & Buses	Purchase four electric delivery vans and scrap six existing vehicles	\$ 116,000	Santa Clara VTA	0.061	0.017	0.005	11/18/20	TBD*	TBD*	Santa Clara
21R07 †	On-road Trucks & Buses	Purchase and deploy 30 hydrogen fuel cell drayage trucks	\$ 3,360,000	Center for Transportation and the Environment	2.148	0.140	0.005	5/5/21	Yes	Yes	Multi-County
21RSB01	School Bus	Match funding for Project #21SBP211 for the replacement of two diesel buses with electric school buses	\$ 732,552	BAAQMD	N/A**	N/A**	N/A**	3/3/21	No	Yes	San Mateo
21RSB02	School Bus	Match funding for Project #22SBP14 for the replacement of one diesel bus with a electric school bus	\$ 204,598	BAAQMD	N/A**	N/A**	N/A**	4/7/21	No	Yes	Santa Clara
20R14	Trip Reduction	State Route 37 Rideshare	\$ 184,500	Solano Transportation Authority	0.104	0.113	0.169	12/16/20	No	No	Multi-County
21R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$ 850,000	BAAQMD	TBD*	TBD*	TBD*	7/15/20	N/A	N/A	Regional
21R03	Trip Reduction	Spare The Air/Intermittent Control Programs	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	6/3/20	N/A	N/A	Regional
21R08	Trip Reduction	Bayside/Burlingame & Marsh Road Caltrain Shuttles	\$ 160,000	Peninsula Corridor Joint Powers Board	N/A ‡	N/A ‡	N/A ‡	Pending	No	No	San Mateo
21R09	Trip Reduction	San Jose State University Rideshare and Trip Reduction	\$ 280,000	San Jose State University	N/A ‡	N/A ‡	N/A ‡	Pending	Yes	Yes	Regional
21R10	Trip Reduction	PresidiGO Downtown Shuttles	\$ 240,000	Predisio Trust	N/A ‡	N/A ‡	N/A ‡	Pending	Yes	No	San Francisco
21R11	Trip Reduction	ACE Shuttles	\$ 1,818,660	Santa Clara Valley Transit Authority	N/A ‡	N/A ‡	N/A ‡	Pending	Yes	No	Santa Clara
Total	16 Projects		\$21,908,100		2.455	0.471	0.632				

*Funds have been allocated to these programs and projects and results will be determined at the end of project period.

**Emission reductions are fully reported under the Carl Moyer Program to prevent double counting.

† TFCA portion only (does not include \$3,640,000 in funds from Alameda County Transportation Commission).

‡ Emission reductions will be reported as part of the Spare the Air program (Project #21R03).

AGENDA 3 - ATTACHMENT 4

Figures 1-3 Summary of funding awarded and allocated between 7/1/20 and 4/26/21 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

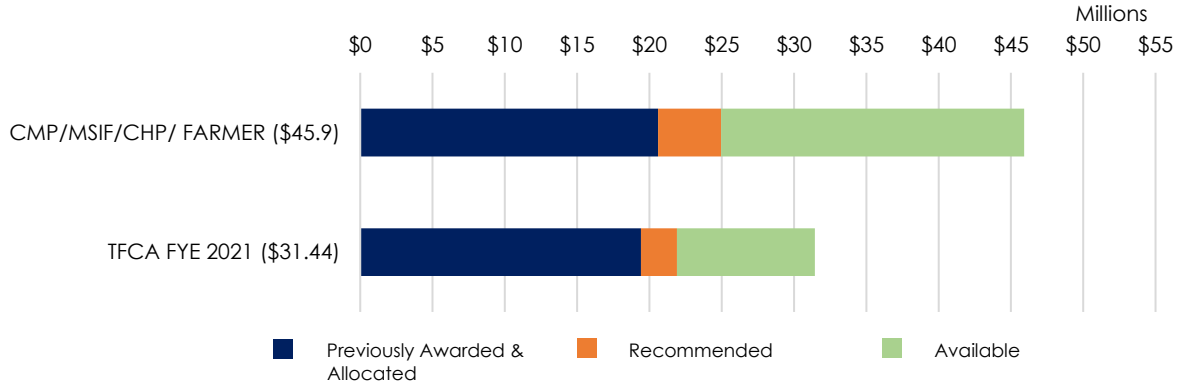


Figure 2. Funding awarded and allocated in FYE 2021 by county:

includes funds awarded & recommended for award

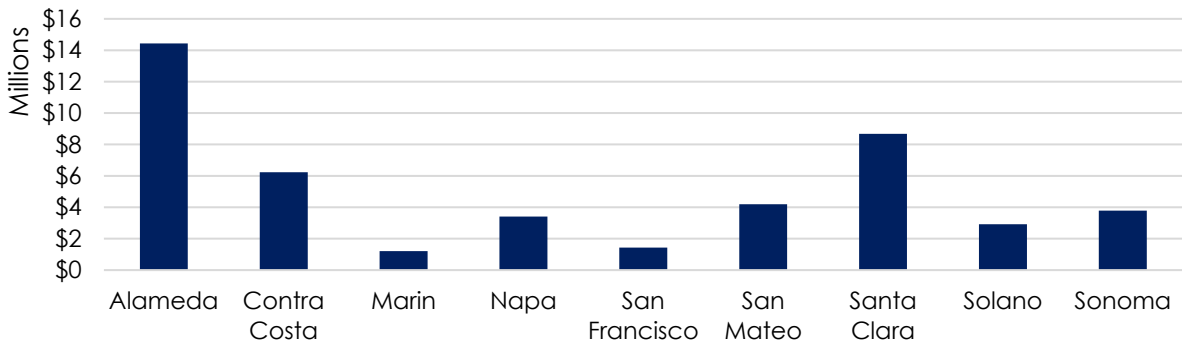
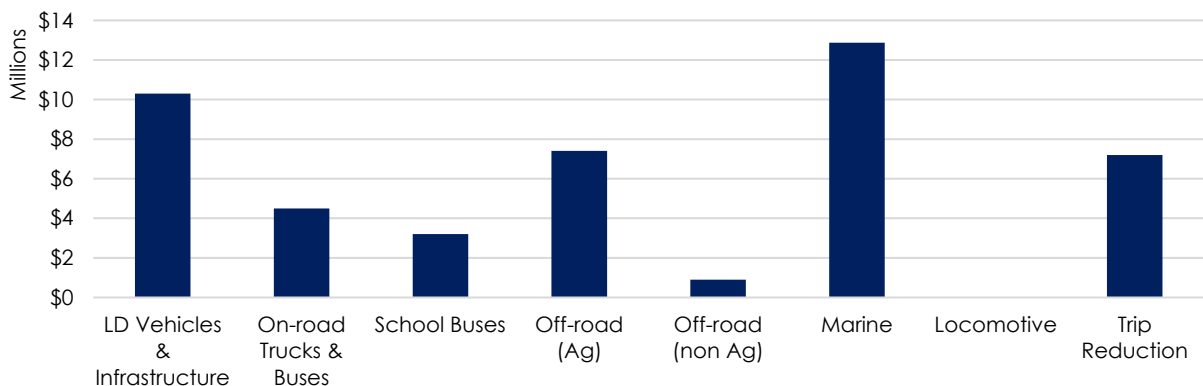


Figure 3. Funding awarded and allocated in FYE 2021 by project category

includes funds awarded & recommended for award



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 21, 2021

Re: Updates to the Transportation Fund for Clean Air (TFCA) Regional Fund Policies and
Evaluation Criteria for Fiscal Year Ending (FYE) 2022

RECOMMENDED ACTION

Recommend Board of Directors approve the proposed updates to TFCA Regional Fund Policies and Evaluation Criteria for FYE 2022 presented in Attachment A.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on each motor vehicle 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 California Health and Safety Code Sections 44241 and 44242. The authorizing legislation requires that the Air District's Board of Directors (Board) adopt cost-effectiveness criteria that govern the use of the TFCA funds.

Sixty percent of TFCA funds are allocated annually by the Board to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air) and to a program referred to as the Regional Fund. The remaining forty percent (40%) of TFCA funds are passed-through to the County Program Manager Fund, based on each county's proportionate share of vehicle registration fees paid, and awarded by the nine designated agencies within the Air District's jurisdiction.

On April 7, 2021, the Board approved an allocation of \$12.89 million in new TFCA monies to trip reduction, clean air vehicles, and other Air District sponsored program categories for FYE 2022. An estimated \$29.39 million in TFCA funds, which includes both new and carryover funds from prior years, will be available for award in FYE 2022. At the same meeting, the Board also authorized the Executive Officer/APCO to execute grant agreements with project sponsors whose projects have proposed individual awards up to \$100,000 and that meet the respective governing policies and guidelines. TFCA projects recommended for awards greater than \$100,000 are brought to the Air District's Mobile Source Committee for consideration at least quarterly.

At least annually, the Board considers updates to the Regional Fund Policies and Evaluation Criteria (Policies), which establish the eligibility and evaluation criteria for projects and award of

TFCA funding. The Policies include both general requirements, applicable to all Regional Fund projects, and project category-specific requirements.

This report discusses the proposed updates to the Policies for FYE 2022 and the public process through which these updates were developed.

DISCUSSION

Public Outreach Process for FYE 2022 Policies:

On February 22, 2021, the Air District posted the draft Policies on its website and opened the public comment period, which closed on March 22, 2021. The public comment process was advertised via the Air District's TFCA grants email notification system and sent to more than 1,600 stakeholders, including representatives from each of the nine Bay Area Congestion Management Agencies (CMAs). The updates proposed for FYE 2022 were presented and discussed at two public webinars on March 2 and March 9. Attachment C provides a summary of the public comments received, along with staff's responses.

Proposed Updated Policies for FYE 2022:

For FYE 2022, proposed updates were made to the current-year Policies to address the comments and suggestions received from stakeholders throughout the prior year and during the public comment period. Language and grammatical revisions were also made for clarification purposes.

A redlined copy of the Policies for FYE 2022, which shows the proposed updates from the prior year, is included as Attachment B. Below is a summary of the key proposed updates:

- Encourage the use of TFCA as match to co-fund projects that are awarded by other Air District incentive programs and allow the emissions benefits of the TFCA funds to be consolidated and reported by the other Air District incentive program to avoid double-counting (policy #2).
- Include the emissions reductions and funding of *Existing Last-Mile Commuter Connection* and *Existing Regional Ridesharing Service* projects with the cost-effectiveness evaluation of the Spare the Air Program (policy #2).
- Streamline the Maximum Grant Amounts to annually provide up to \$5.5 million to any public agency and up to \$5 million to any non-public entity (policy #7).

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. TFCA funds are generated from DMV registration fees and distributed to sponsors of eligible projects on a reimbursement basis. Administrative costs are also covered by TFCA.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Linda Hui
Reviewed by: Minda Berbeco and Karen Schkolnick

Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2022
(Clean)

Attachment B: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2022
(Redline)

Attachment C: Comments Received and Staff Responses to Proposed FYE 2022 Policies

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 2022**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2022.

BASIC ELIGIBILITY

- 1. Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project’s funding agreement.

- 2. TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1, except for projects that are being co-funded by other Air District-administered programs (e.g., Carl Moyer Program). Emissions benefits for co-funded projects may be reported under other Air District-administered programs. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

Table 1: Maximum Cost-Effectiveness for TFCA Regional Fund Projects

Policy #	Project Category	Maximum C-E (\$/weighted ton)
22	On-Road Truck Replacements	\$90,000
23	On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles	\$500,000
24	On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses	\$500,000
25	Hydrogen Stations	\$500,000
26	Electric Vehicle Charging Infrastructure	\$500,000
27	Vehicle Scrapping	\$50,000
28	Existing Last-Mile Commuter Connections	Evaluated as part of the Spare the Air Program
29	Pilot Trip Reduction	\$500,000
30	Existing Regional Ridesharing Services	Evaluated as part of the Spare the Air Program
31	Bicycle Parking	\$250,000
32	Bikeways	\$500,000
33	Infrastructure Improvements for Trip-Reduction	\$500,000

- 3. Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards

(2017 Clean Air Plan); those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
 - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant’s representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 33, project applicants must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** the maximum grant award amounts are:
 - a. Each public agency may be awarded up to a total award of \$5,500,000 per agency per year; and
 - b. Each non-public entity may be awarded up to a total award of \$5,000,000 per entity per year.
8. **Readiness:** Unless otherwise specified in policies #22 through 33, projects must commence by the end of calendar year 2022 or within 24 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, “commence” means either (a) a discrete, necessary and tangible action, such as the issuance of a purchase order to secure project vehicles or equipment or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as last-mile commuter connections or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal

and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at the time of the application and at the time of issuance of the grant, they are in compliance with all local, state, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from a project sponsor who was not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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

Project sponsors must return funds under any of the following circumstances:

- a. The funds were expended in a manner contrary to the TFCA Regional Funds’ requirements and/or requirements of HSC Code section 44220 et seq;
- b. The project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan;
- c. The funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund;
- d. The project sponsor failed to comply with the approved project scope, as set forth in the project funding agreement.

Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District’s award of funds for a project. Approval of an application for the project by the Air District Board of Directors or Air District’s

notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements. The request shall include the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must obtain and maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are directly related to the implementation of a specific project or program.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare proposals and/or grant applications are not eligible.
18. **Duplication:** Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or County Program Manager Funds, and that do not propose to achieve additional emission reductions are not eligible.

USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 33, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

To be eligible for funding from the TFCA Regional Fund, a proposed project must meet the purpose and requirements for the applicable Project Category.

Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a Gross Vehicle Weight Rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.
23. **On-Road Light- and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium- duty vehicles:
 - a. Vehicles must have a GVWR not exceeding 8,500 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
 - d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
 - e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
 - f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
 - g. The total amount of TFCA funds awarded may not exceed 90% of the project's eligible cost; the sum of TFCA funds awarded with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs.
24. **On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:
 - a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
 - d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for

each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;

- e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- g. The total amount of TFCA funds awarded may not exceed 100% of the project’s eligible cost for School Buses and 90% of the project’s eligible cost for all other vehicle types; the sum of TFCA funds awarded combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts may not exceed total project costs.

25. **Hydrogen Stations:** The project is intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:

- a. Stations must be located within the Air District’s jurisdiction and be available and accessible to the public;
- b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/State authority;
- c. Each station must be maintained and operated for a minimum of three years;
- d. TFCA funding may not be used to pay for fuel or on-going operations or maintenance costs;
- e. TFCA funding is limited to 25% of the total eligible project cost and may not exceed a maximum award amount of \$250,000 per station; and
- f. Stations must have received a passing score and/or received approval for funding from a State or federal agency.

26. **Electric Vehicle Charging Infrastructure:** The project is intended to accelerate the adoption of zero- emissions vehicles through the deployment of new electric vehicle charging stations:

- a. Each station must be maintained and operated for a minimum of three years;
- b. Project equipment must be certified by Underwriters Laboratories, Inc. or equivalent safety standard; and
- c. TFCA funding may not be used to pay for on-going operations or maintenance costs.

27. **Vehicle Scrapping:** The project is intended to accelerate the removal of highly polluting vehicles from Bay Area roads. Funding will be provided to owners of on-road motor vehicles who voluntarily scrap vehicles that meet the following requirements:

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee;
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years; and
- c. Vehicles have not and will not receive funding from other Air District programs or other public agencies for scrapping.

Trip Reduction Projects

28. **Existing Last-Mile Commuter Connections:** The project will reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:
- a. The project must provide local feeder bus or shuttle service between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location;
 - b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
 - c. The service must be available for use by all members of the public;
 - d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
 - e. **Reserved.**
 - f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
 - g. Reserved.
 - h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency;
 - i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service; and
 - j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).
29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project’s operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:
- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NOx, and PM10);
 - b. The proposed service must be available for use by all members of the public;

- c. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
- d. If the local transit provider is not a partner, the applicant must demonstrate they have attempted to get the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- e. Applicants must provide data and/or other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users; and
- f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.

30. **Existing Regional Ridesharing Services:** The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five counties within Air District’s jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

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

31. **Bicycle Parking:** The project will expand public access to new bicycle parking facilities. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), the MTC’s Regional Bicycle Plan, or other similar plan, and serve a major activity center (e.g. transit station, office building, or school). The bicycle parking facility must be publicly accessible and available for use by all members of the public.

TFCA Regional Funds may not be used to pay for costs related to maintenance, repairs, upgrades, rehabilitation, operations, or project administration.

Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate bicycle parking facilities are not eligible for use as matching funds.

32. **Bikeways:** The project will construct and/or install bikeways that are included in an adopted countywide bicycle plan, CMP, countywide transportation plan (CTP), city general plan or area-specific plan, the MTC’s Regional Bicycle Plan, or other similar plan. To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.

Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting) and cannot be used exclusively for recreational use. Projects must also meet at least one of the following conditions:

- a. Be located within one-half mile biking distance from the closer of a public transit station/stop (e.g., local, county- wide or regional transit stops/stations/terminals) or a bike share station;
- b. Be located within one-half mile biking distance from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts); or
- c. Be located within one-half mile biking distance from three activity centers (e.g., employment centers, schools, business districts).

Projects are limited to the following types of bikeways:

- a. Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III Bikeway;
- b. New Class II Bikeway (Bike Lane);
- c. New Class III Bikeway (Bike Route); or
- d. Class IV Bikeway (Separated Bikeway), new or upgrade improvement from Class II or Class III bikeway.

33. **Infrastructure Improvements for Trip-Reduction:** The project will expand the public's access to alternative transportation modes through the design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

REGIONAL FUND EVALUATION CRITERIA:

Applications may be reviewed on either a first-come, first-served basis or a competitive basis. Projects will be evaluated using the criteria listed below.

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
2. TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:
 - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District CARE Program and other communities identified through the Assembly Bill (AB) 617 (2017) process; and
 - b. Projects in PDAs.

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 2022**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2022~~1~~.

BASIC ELIGIBILITY

- Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project’s funding agreement.

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1, except for projects that are being co-funded by other Air District-administered programs (e.g., Carl Moyer Program). Emissions benefits for co-funded projects may be reported under other Air District-administered programs. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

Table 1: Maximum Cost-Effectiveness for TFCA Regional Fund Projects

Policy #	Project Category	Maximum C-E- (\$/weighted ton)
22	On-Road Truck Replacements	\$90,000
23	On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles	\$500,000
24	On-Road Heavy-Duty Zero- and Partial-Zero- Emissions Trucks and Buses	\$500,000
25	Hydrogen Stations	\$500,000
26	Electric Vehicle Charging Infrastructure	\$500,000
27	Vehicle Scrapping	\$50,000
28	Existing Shuttle/Feeder Bus Services <u>Last-Mile Commuter Connections</u>	\$200,000; \$250,000 for services in CARE Areas or PDAs <u>Evaluated as part of the Spare the Air Program</u>
29	Pilot Trip Reduction	\$500,000
30	Existing Regional Ridesharing Services	\$150,000 <u>Evaluated as part of the Spare the Air Program</u>
31	Bicycle Parking	\$250,000
32	Bikeways	\$500,000
33	Infrastructure Improvements for Trip-Reduction	\$500,000

- Consistent with Existing Plans and Programs:** All projects must comply with the

Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards (2017 Clean Air Plan); those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are eligible to apply for only Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
 - b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through 33, project applicants must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** the maximum grant award amounts are:
 - a. Each public agency may be awarded up to a ~~total of \$1,500,000 per calendar year for all projects under policies #28 through #31, and up to a total of \$4,000,000 for all projects under other policies, not to exceed a~~ total award of \$5,500,000 per agency per year; and
 - b. Each non-public entity may be awarded up to a ~~total of \$2,000,000 per calendar year for all projects under #22, #23, and #25, and up to a total of \$3,000,000 for all projects under policies #24 and #26, not to exceed a~~ total award of \$5,000,000 per entity per year.
8. **Readiness:** Unless otherwise specified in policies #22 through 33, projects must commence by the end of calendar year 2022~~+~~ or within 24 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, "commence" means either (a) a discrete, necessary and tangible action, such as the issuance of a purchase order to secure project vehicles or equipment or the delivery of the award letter for a construction contract, taken for a project to begin implementation, or (b) commencement or continuation of transportation service, such as ~~shuttle/feeder bus~~ last-mile commuter connections or ridesharing service, for which the project sponsor can provide documentation of date the action occurred.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may be used to support up to two

years of operating costs for service- based projects (i.e., Trip Reduction Projects).

10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at the time of the application and at the time of issuance of the grant, they are in compliance with all local, state, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from a project sponsor who was not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

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

Project sponsors must return funds under any of the following circumstances:

- a. The funds were expended in a manner contrary to the TFCA Regional Funds’ requirements and/or requirements of HSC Code section 44220 et seq;
- b. The project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan;
- c. The funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund;
- d. The project sponsor failed to comply with the approved project scope, as set forth in the project funding agreement.

Applicants who failed to reimburse such funds to the Air District from prior Air District funded

projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District’s award of funds for a project. Approval of an application for the project by the Air District Board of Directors or Air District’s notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements. The request shall include the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must obtain and maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are directly related to the implementation of a specific project or program.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare proposals and/or grant applications are not eligible.
18. **Duplication:** Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or County Program Manager Funds, and that do not propose to achieve additional emission reductions are not eligible.

USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through 33, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Administrative Costs:** Unless otherwise specified in policies #22 through 33, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.
21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project

due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

To be eligible for funding from the TFCA Regional Fund, a proposed project must meet the purpose and requirements for the applicable Project Category.

Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a Gross Vehicle Weight Rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.
23. **On-Road Light- and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium- duty vehicles:
 - a. Vehicles must have a GVWR not exceeding 8,500 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
 - d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
 - e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
 - f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
 - g. ~~The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 90% of the project's eligible cost.~~ The total amount of TFCA funds awarded may not exceed 90% of the project's eligible cost; the sum of TFCA funds awarded with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs.;
24. **On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the

replacement of older, compliant trucks and buses with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.;
- b. Vehicles may be purchased or leased;
- c. Eligible vehicle types are limited to plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
- d. Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;
- e. Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;
- f. Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and
- g. The total amount of TFCA funds awarded may not exceed 100% of the project's eligible cost for School Buses and 90% of the project's eligible cost for all other vehicle types; the sum of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts; may not exceed total project costs. 100% for School Buses and 90% of the project's eligible cost for all other vehicle types.

25. **Hydrogen Stations:** The project is intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:

- a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;
- b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/State authority;
- c. Each station must be maintained and operated for a minimum of three years;
- d. TFCA funding may not be used to pay for fuel or on-going operations ~~and/or~~ maintenance costs;
- e. TFCA funding is limited to 25% of the total eligible project cost and may not exceed a maximum award amount of \$250,000 per station; and
- f. Stations must have received a passing score and/or received approval for funding from a State or federal agency.

26. **Electric Vehicle Charging Infrastructure:** The project is intended to accelerate the adoption of zero- emissions vehicles through the deployment of new electric vehicle charging stations:

- a. Each station must be maintained and operated for a minimum of three years;
- b. Project equipment must be certified by Underwriters Laboratories, Inc. or equivalent safety standard; and

- c. TFCA funding may not be used to pay for on-going operations ~~and~~or maintenance costs.

27. **Vehicle Scrapping:** The project is intended to accelerate the removal of highly polluting vehicles from Bay Area roads. Funding will be provided to owners of on-road motor vehicles who voluntarily scrap vehicles that meet the following requirements:

- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee; ~~and~~
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years; and
- c. Vehicles ~~are not eligible for~~have not and will not receive funding from other Air District programs or other public agencies for scrapping.

Trip Reduction Projects

28. **Existing ~~Shuttle/Feeder Bus Services~~Last-Mile Commuter Connections:** The project will reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:

- a. The project must provide local feeder bus or shuttle service between stations (e.g., rail stations, and ferry stations, including Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location;
- b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;
- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
- e. **Reserved.**
- f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
- g. Reserved.
- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency;
- i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that ~~provides~~ service in the area of the proposed route, certifying that the service does not conflict with existing service; and
- j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. **Pilot Trip Reduction:** The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:
- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants (i.e., ROG, NOx, and PM10);
 - b. The proposed service must be available for use by all members of the public;
 - c. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
 - d. If the local transit provider is not a partner, the applicant must demonstrate they have attempted to get the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
 - e. Applicants must provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users; and
 - f. Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30.
30. **Existing Regional Ridesharing Services:** The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five counties within Air District's jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.
- If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission's (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.
31. **Bicycle Parking:** The project will expand public access to new bicycle parking facilities. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), the MTC's Regional Bicycle Plan, or other similar plan, and serve a major activity center (e.g. transit station, office building, or school). The bicycle parking facility must be publicly accessible and available for use by all members of the public.

TFCA Regional Funds may not be used to pay for costs related to maintenance, repairs, upgrades, rehabilitation, operations, or project administration.

Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate bicycle parking facilities are not eligible for use as matching funds.

32. **Bikeways:** The project will construct and/or install bikeways that are included in an adopted countywide bicycle plan, CMP, countywide transportation plan (CTP), city general plan or area-specific plan, the MTC’s Regional Bicycle Plan, or other similar plan. To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.

Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting) and cannot be used exclusively for recreational use. Projects must also meet at least one of the following conditions:

- a. Be located within one-half mile biking distance from the closer of a public transit station/stop (e.g., local, county- wide or regional transit stops/stations/terminals) or a bike share station;
- b. Be located within one-half mile biking distance from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts); or
- c. Be located within one-half mile biking distance from three activity centers (e.g., employment centers, schools, business districts).

Projects are limited to the following types of bikeways:

- a. Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III Bikeway;
- b. New Class II Bikeway (Bike Lane);
- c. New Class III Bikeway (Bike Route); or
- d. Class IV Bikeway (Separated Bikeway), new or upgrade improvement from Class II or Class III bikeway.

33. **Infrastructure Improvements for Trip-Reduction:** The project will expand the public’s access to alternative transportation modes through the design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

REGIONAL FUND EVALUATION CRITERIA:

Applications may be reviewed on either a first-come, first-served basis or a competitive basis. Projects will be evaluated using the criteria listed below.

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
2. TFCA Regional Funds will be prioritized for projects that meet one or more of the following criteria:
 - a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District CARE Program and other communities identified through the [Assembly Bill \(AB\) 617 \(2017\)](#) process; and
 - b. Projects in PDAs.

Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2022 TFCA Regional Fund Policies

Commenter & Agency	Comment	Staff Response
<p>Tiffany Rodriguez Associated Students- San Jose State University, Transportation Solutions</p>	<p>My feedback for the TFCA regional fund policies is to expand the eligible costs and categories for funds.</p> <p>For funds that focus on trip reductions, especially during COVID, more flexibility is needed. Eligible costs should include subsidies for transit programs, incentives to increase alternation transportation usage, TDM platforms, and tools such as commute management platforms, carpool matching programs, etc.</p> <p>Eligible costs to increase biking should include improvement to infrastructure such as updating bike cages (security - installation of cameras, access- updating key access and software, weatherproofing- installing covers to protect from rain, etc.) - purchasing U-Locks, providing subsidies/ reimbursements for eligible bike costs, incentives to increase usage, etc.)</p>	<p>Air District staff will work with commenter to discuss their project in more detail and to discuss the TFCA Program’s COVID-related flexibility under Policy #30 – Existing Regional Ridesharing Services.</p> <p>All TFCA projects must achieve surplus emission reductions. Based on currently available data on bicycle parking upgrades, it is unclear whether these projects will result in any surplus emission reductions.</p>
<p>Todd Mouw Roush CleanTech</p>	<p><i>The commenter provided background on many aspects of the company he works for and recommends that the Air District revise its Policies to include eligibility of zero and near-zero emission technologies beyond plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Commenter urges the Air District to expand definition to include ultra-low NOx propane and natural gas technologies.</i></p>	<p>These projects may seek funding from other Air District funding sources, such as the Carl Moyer Program.</p>
<p>Ying Smith Town of Los Gatos</p>	<p>Town of Los Gatos staff supports all the proposed changes. We also suggest the Air District considering removing or reducing the 10% match requirement.</p> <p>Mostly importantly, we suggest the Air District consider a new set-aside category for bike and pedestrian projects, at least allow the CMA’s to have that option for the County programs (40%). The set aside category should not require the maximum cost-effectiveness (C-E) limit. The maximum C-E limit has many inherent problems and is becoming a</p>	<p>TFCA funds is not meant to fund 100% of projects. Match funding allows the Air District to promote sustainability of projects beyond the life of the grant, to encourage project sponsors to have some financial responsibility in the funded projects, and to leverage other funds.</p> <p>All TFCA-funded projects must comply with the authorizing legislation (California Health and Safety Code Sections 44241 and 44242, etc.) including achieving surplus emissions reductions. Additionally, the legislation requires</p>

Agenda 4 – Attachment C: Comments Received and Staff Responses to Proposed FYE 2022 TFCA Regional Fund Policies

Committer & Agency	Comment	Staff Response
	<p>roadblock for local agencies in achieving their active transportation goals. The policy change would allow local agencies maximize funding opportunities to implement active transportation projects and achieve greater benefits.</p> <p>The set aside concept is inspired by the Highway Safety Improvement Program (HSIP) set-aside categories. Caltrans doesn't require Benefit-Cost calculation projects in the set-asides. (https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program)</p> <p>We encourage Air District staff to investigate the HSIP program's set-aside categories and introduce the success to the TFCA program.</p>	<p>the Air District to adopt cost-effectiveness criteria to maximize emissions reductions and public health benefits.</p>
<p>Joanna Chan City of Palo Alto</p>	<p>Will TFCA fund existing on-demand service?</p>	<p>First- and last-mile on-demand services are an eligible project category under Policy #29 – Pilot Trip Reduction.</p>

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairpersons David Canepa and Katie Rice, and Members
of the Mobile Source and Climate Impacts Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: May 21, 2021

Re: Plan Bay Area 2050 Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In 2008, the California State Legislature passed Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), which directs the California Air Resources Board (CARB) to develop progressively stringent regional targets for reducing greenhouse gases (GHGs) from the transportation sector every eight years, with an option to revise them every four years.

To ensure that cities and counties are involved in developing effective plans to meet these targets, SB 375 requires Metropolitan Planning Organizations (MPOs), which are overseen by local elected officials, to include a Sustainable Communities Strategy (SCS) in the regional transportation plan that demonstrates how the region will meet the GHG targets. The SCS coordinates the regional housing needs allocation (RHNA) process and the regional transportation planning process and must include land use, housing, and transportation strategies that, if implemented, would allow the region to meet the GHG targets. Once the SCS is adopted by the MPO, CARB must review it and either accept or reject the MPO's determination that the SCS meets the regional GHG targets. SB 375 also creates California Environmental Quality Act (CEQA) streamlining incentives for projects that are consistent with the regional SCS.

The Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay Area, and the Association of Bay Area Governments (ABAG) is responsible for administering the RHNA process in the region. The region's first SCS prepared pursuant to SB 375, Plan Bay Area, was adopted in 2013, and the first revision, Plan Bay Area 2040, was adopted in 2017. Plan Bay Area 2050 (PBA 2050) is MTC/ABAG's current iteration of the regional SCS required by SB 375. CARB's GHG emissions reduction target for PBA 2050 is a 19% reduction in per capita GHGs from passenger vehicles relative to 2005 levels. Development of the plan kicked off in summer of 2019, and is ongoing, with adoption of the plan expected in fall 2021. The plan is made up of two major elements, the Blueprint and the Implementation Plan, and it will undergo environmental review in an Environmental Impact Report (EIR).

The Blueprint was the first step in the development of PBA 2050 and ultimately analyzed how a suite of 35 strategies performed in different economic and regional growth scenarios. This modeling weaved together transportation, housing, economic, and environmental strategies, alongside a set of growth geographies (e.g., transit-rich, or high-resource areas), in order to advance climate and equity goals for the plan. The Final Blueprint Strategies were approved by MTC and the ABAG Executive Board as the preferred alternative for the EIR in January of 2021.

The Implementation Plan focuses on short-term actions that MTC/ABAG, along with regional partners, can take over the next five years to begin to realize the vision of PBA 2050. Development of the Implementation Plan started in fall 2020, with the draft expected in June 2021. The Implementation Plan development process is intended to be collaborative and engage Bay Area residents, local governments, civic organizations, non-profits, and other stakeholders to identify actions to tackle the shared challenges in the region. Through the development process for the Implementation Plan, MTC/ABAG will identify regional partners in implementation and identify mutual commitments, actions, and timelines from agencies and other groups that are willing to partner in the implementation of PBA 2050.

The EIR is the “program-level” report required by the California Environmental Quality Act (CEQA) and informs citizens and decision-makers of potential significant environmental impacts that could result from implementing PBA 2050 and will recommend measures to mitigate any significant adverse impacts. The Draft EIR is expected to be released in June 2021.

The final proposed PBA 2050 and the Final EIR are expected to be presented for approval by MTC and the ABAG Executive Board in Fall 2021.

DISCUSSION

The 35 Blueprint strategies approved by MTC and the ABAG Executive Board in January 2021 form the backbone of PBA 2050. The Blueprint includes a broad set of strategies that are aimed at making the Bay Area more affordable, connected, diverse, healthy, and vibrant by integrating the four main themes of the plan: transportation, housing, economy, and environment.

Staff has engaged with MTC and ABAG throughout the development of PBA 2050 by attending MTC and ABAG Committee Meetings, participating in Regional Advisory Work Group (RAWG) meetings and Regional Equity Working Group (REWG) meetings, as well as other workshops and direct meetings with MTC and ABAG staff. Through this engagement, Staff has worked to ensure consistency with the Air District’s 2017 Clean Air Plan, AB 617 and equity work, and existing Air District programs and initiatives.

Staff reviewed the Blueprint strategies to identify priority strategies that align with Air District priorities and programs. The identified priority strategies were then grouped into three themes: Transportation and Equity, Building Decarbonization, and Clean Vehicles and Reduced Vehicle Miles Traveled (VMT). Priority strategies are listed by theme in Appendix A along with a brief description of the strategy and potential synergies with Air District programs and 2017 Clean Air Plan Control Measures.

Transportation and Equity

The strategies listed in the Transportation and Equity theme are intended to increase access to alternative modes of transportation and improve equity in the region. They reduce climate and air quality pollutants, reduce VMT and improve transit accessibility for low-income people and people living in the communities most impacted by air pollution. They focus on community-led transportation enhancements in “Communities of Concern,” active transportation projects, and enhancing the quality and availability of local bus and light-rail service.

These strategies have key intersections with the Air District’s AB 617 work, Commuter Benefits Program, and the Flex the Commute and Diesel Free by ’33 initiatives.

Building Decarbonization

The strategies listed in the Building Decarbonization theme are aimed at increasing the amount of housing throughout the region. These strategies have the potential to reduce air pollutants, climate pollutants, and VMT if they result in more transit-oriented development and help to advance equity through building more affordable housing throughout the region. Further climate benefits can be achieved with these strategies if the new housing being proposed is developed using best practices for building decarbonization.

Strategies in this theme focus on increasing the number and types of housing in growth geographies with a focus on transit-rich and high-resource areas, while also mitigating displacement of existing residents in those areas. Staff is working with MTC to ensure that as these strategies move into implementation, building decarbonization measures are included in newly constructed housing. Strategies in this theme also focus on improving energy and water efficiency in the existing housing stock as well as energy efficiency and power resiliency in all public and commercial buildings through incentives for retrofits and subsidies for backup energy storage systems, respectively.

These strategies have key intersections with the Air District’s AB 617 and Building Decarbonization work, Commuter Benefits Program, Flex the Commute initiative, and Charge! program.

Clean Vehicles and Reducing Vehicle Miles Traveled

The strategies listed in the Clean Vehicles and Reducing VMT theme are aimed at decreasing GHG emissions through the adoption of cleaner vehicles and by reducing VMT. Strategies in this theme expand transportation demand management investments, clean vehicle and fueling infrastructure investments, and the employer commute trip reduction program to reduce VMT, GHG emissions, traffic congestion, and transit overcrowding.

These strategies have key intersections with the Air District’s AB 617 work, Commuter Benefits Program, Flex the Commute initiative, and Charge! and Clean Cars for All programs.

Equity is a crosscutting issue that MTC/ABAG have focused on throughout the development of PBA 2050. They have incorporated equity into the Blueprint strategies through engaging with the REWG and through focus groups of historically underrepresented community members, facilitated by community-based organizations, to understand their priorities, vet existing strategies, and identify new strategies. In addition to incorporating equity in the development of the Blueprint strategies, MTC/ABAG is developing an Equity Analysis Report for the draft PBA 2050, expected to be released in late spring of 2021.

The Equity Analysis Report will detail how equity is woven into each strategy and will highlight equity mitigations and commitments to equity-focused policies. The report will also estimate the share of plan funding that is allocated toward investments benefiting underserved communities and compare metrics that show how implementation of PBA 2050 will affect the region in 2050.

Staff will continue to engage with MTC and ABAG on the Implementation Plan, EIR, and Equity Analysis Report to ensure continued consistency with the Air District's 2017 Clean Air Plan, AB 617 and equity work, and existing Air District programs and initiatives. This will be done through reviewing and providing comments on the documents and participating in working group meetings, webinars, and direct meetings with MTC/ABAG staff.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

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Executive Officer/APCO

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Attachment 5A: Appendix A, Summary of Select PBA 2050 Blueprint Strategies

**Appendix A
Summary of Select PBA 2050 Blueprint Strategies**

Staff reviewed the Blueprint strategies to identified priority strategies that align with Air District priorities and programs. The identified priority strategies are grouped into three themes: Transportation and Equity, Building Decarbonization, and Clean Vehicles and Reduced Vehicle Miles Traveled (VMT). Priority strategies are listed by theme below along with a brief description of the strategy and potential synergies with Air District programs and 2017 Clean Air Plan (CAP) Control Measures.

Transportation and Equity		
The strategies listed in the Transportation and Equity theme both increase access to alternative modes of transportation and improve equity in the region. They help to reduce climate and air quality pollutants, reduce VMT, and help to improve transit accessibility for low-income people and people living in the communities most impacted by air pollution.		
T2	Support Community-Led Transportation Enhancements in Communities of Concern	Strategy T2 aims to increase investments in historically underserved and marginalized communities by advancing locally identified transportation and priority projects. T2 has a strong synergy with the Air District's Community Health Protection Program (CHPP) and has overlap with the Air District's Commuter Benefits Program (CBP), Cut the Commute Challenge (CCC), and Diesel Free by '33 Initiative (DFx33). Alignment with 2017 Clean Air Plan (CAP) Control Measures TR3, TR4, TR5, TR7, TR8, TR9, TR14, and TR15.
T8	Build a Complete Streets Network	Strategy T8 aims to enhance streetscapes to encourage a shift away from personal automobile travel to active modes of transportation (biking and walking) through increasing the amount of bike lanes and multi-use paths and making the regional network safer, with a focus on Communities of Concern. T8 has synergies with the Air District's CHPP and CCC. Alignment with CAP Control Measures TR2, TR7, TR8, and TR9.
T10	Enhance Local Transit Frequency, Capacity, and Reliability	Strategy T10 aims to improve the quality and availability of local bus and light-rail service and includes capital improvements to increase speed and reliability as well as service increases, with a focus on better meeting low-income residents' transportation needs. T10 has synergies with the Air District's CHPP and CCC. Alignment with CAP Control Measures TR3 and TR4.

Building Decarbonization

The strategies in the Building Decarbonization theme are aimed at increasing the amount of housing throughout the region. These strategies have the potential to reduce air pollutants, climate pollutants, and VMT if they result in more transit-oriented development and help to advance equity through building more affordable housing throughout the region. Further climate benefits can be achieved with these strategies if the new housing being proposed is developed using best practices for building decarbonization.

<p>H3</p>	<p>Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p>	<p>Strategy H3 aims to increase housing types and tenures within Blueprint Growth Geographies to be built in priority development areas with a focus on transit-rich and high-opportunity areas. The Air District will engage on H3 to ensure that building decarbonization measures are included in implementation. H3 also has synergies with CHPP, CBP, CCC, and Air District's Charge! Program (Charge!). Alignment with CAP Control Measures BL1, BL2, BL4, TR10, and EN2.</p>
<p>H4</p>	<p>Build Adequate Affordable Housing to Ensure Homes for All</p>	<p>Strategy H4 aims to build enough affordable housing to provide housing for people experiencing homelessness and to meet the needs of low-income households in the region, with a focus on transit-rich areas, high-resource areas, and communities facing displacement risk. The Air District will engage on H4 to ensure that building decarbonization measures are included in implementation. H4 also has synergies with CHP, CBPP, CCC, and Charge!. Alignment with CAP Control Measures BL1, BL2, BL4, TR10, and EN2.</p>
<p>H6</p>	<p>Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>Strategy H6 aims to redevelop shopping malls and office parks with limited commercial viability as mixed-income housing developments with public spaces and regional and local services with a focus on transit-rich and high-resource areas. The Air District will engage on H6 to ensure that building decarbonization measures are included in implementation. H6 also has synergies with CBP, CCC, and Charge!. Alignment with CAP Control Measures BL1, BL2, BL4, TR10, and EN2.</p>

Building Decarbonization Continued		
H8	Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services	Strategy H8 aims to spur the development of mixed-income housing, services, and public space on underutilized public land and land owned by non-profits. The Air District will engage on H8 to ensure that building decarbonization measures are included in implementation. H8 also has synergies with CHPP, CBP, CCC, and Charge!. Alignment with CAP Control Measures BL1, BL2, BL4, TR10, and EN2.
EN2	Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)	Strategy EN2 aims to improve energy and water efficiency of the existing housing stock through incentives for retrofits in addition to seismic and fire retrofits. EN2 has synergies with CHPP and Charge!. Alignment with CAP Control Measures BL1 and BL2.
EN3	Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	Strategy EN3 aims to improve energy efficiency and power resiliency in all public and commercial buildings through subsidies and includes funding for backup energy storage system, including micro grids and solar-plus-storage. EN3 has synergies with CHPP. Alignment with CAP Control Measures BL1 and BL2.

Clean Vehicles and Reducing Vehicle Miles Travelled		
The strategies in the Clean Vehicles and Reducing Vehicle Miles Travelled (VMT) theme are aimed at decreasing GHG emissions through the adoption of cleaner vehicles and by reducing VMT.		
EN7	Expand Commute Trip Reduction Programs at Major Employers	Strategy EN7 aims to reduce GHG emissions, traffic congestion, and transit overcrowding by expanding employer commute trip reduction programs for major employers to shift auto commuters to any combination of telecommuting, transit, walking, and/or bicycling. EN7 has synergies with CBP, CCC, and CHPP. Alignment with CAP Control Measures TR1 and TR2.
EN8	Expand Clean Vehicle Initiatives	Strategy EN8 aims to reduce GHG emissions from automobile travel through expanding funding for zero-emission vehicles and charging/fueling infrastructure. EN8 has synergies with CHPP, Charge!, and the Clean Cars for All Program (CC4A). Alignment with CAP Control Measure TR8.

Clean Vehicles and Reducing Vehicle Miles Travelled Continued

EN9	Expand Transportation Demand Management Initiatives	Strategy EN9 aims to reduce GHG emissions from automobile travel by reducing demand for single-occupancy passenger vehicle travel through expanded investments in transportation demand management programs. EN9 has synergies with CHPP, CBP, and CCC. Alignment with CAP Control Measures TR2, TR8, TR11, and TR14.
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Strategies to be Tracked

Strategies in this section have been identified as needing to be tracked to ensure resolution of the identified issue(s).

EC6	Retain and Invest in Key Industrial Lands	Staff will track this strategy to ensure that it doesn't concentrate polluting industries in communities that are already burdened with air pollution. Alignment with CHPP and CAP Control Measure TR10.
EN8	Expand Clean Vehicle Initiatives	Staff will track this strategy since the expansion of battery-electric use will increase the need for solutions to address waste batteries in the future and such solutions need to begin being determined now. Alignment with CAP Control Measure TR8.