



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

<https://bayareametro.zoom.us/j/87232618466>

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

WEBINAR ID: 872 3261 8466

- **THOSE PARTICIPATING BY PHONE WHO WOULD LIKE TO MAKE A
COMMENT CAN USE THE “RAISE HAND” FEATURE BY DIALING “*9”. IN
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YOUR APPLICATION IS UP TO DATE**

**THURSDAY
SEPTEMBER 23, 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 JUNE 24, 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 June 24, 2021.

END OF CONSENT CALENDAR

REGULAR AGENDA (ITEMS 3-5)

3. PLAN BAY AREA 2050 UPDATE

**G. Nudd/4786
gnudd@baaqmd.gov**

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

4. **UPDATE ON CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLDS OF SIGNIFICANCE FOR GREENHOUSE GASES**

G. Nudd/4786
gnudd@baaqmd.gov

The Committee will receive an update on the Air District's development of thresholds of significance for greenhouse gas emissions (GHGs) under CEQA.

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

C. Wang/8647
cwang@baaqmd.gov

The Committee will consider recommending the Board of Directors approve the award of Carl Moyer Program 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.

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, October 28, 2021, at 9:30 a.m. via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

9. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee 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

SEPTEMBER 2021

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Legislative Committee – CANCELLED	Wednesday	15	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Technology Implementation Office (TIO) Steering Committee	Friday	17	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Stationary Source and Climate Impacts Committee – CANCELLED & RESCHEDULED TO MONDAY, SEPTMBER 27, 2021 at 9:00 A.M.	Thursday	20	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	23	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Stationary Source and Climate Impacts Committee	Monday	27	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20

OCTOBER 2021

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	6	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Legislative Committee	Wednesday	6	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Community Equity, Health and Justice Committee	Thursday	7	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Stationary Source and Climate Impacts Committee	Monday	18	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Special Meeting	Wednesday	20	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Administration Committee	Wednesday	20	11:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Legislative Committee – CANCELLED	Wednesday	20	1:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Advisory Council Meeting	Monday	25	8:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	28	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: September 16, 2021

Re: Approval of the Minutes of June 24, 2021

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source and Climate Impacts Committee (Committee) meeting of June 24, 2021.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source and Climate Impacts Committee meeting of June 24, 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 June 24, 2021

AGENDA: 2A – ATTACHMENT

Draft Minutes – Mobile Source and Climate Impacts Committee Meeting of June 24, 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, June 24, 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 9:30 a.m.

Present: Co-Chairpersons David Canepa and Katie Rice; Vice Chairperson Rob Rennie; and Directors Margaret Abe-Koga, John Gioia, David Hudson, Karen Mitchoff, and Lori Wilson.

Absent: Directors Pauline Russo Cutter, Lynda Hopkins, and Davina Hurt.

Also Present: None.

2. APPROVAL OF THE MINUTES OF MEETING OF MAY 27, 2021

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hudson made a motion, seconded by Director Wilson, to **approve** the Minutes of the Meeting of May 27, 2021; and the motion carried by the following vote of the Committee:

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

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

Alona Davis, Air Quality Program Manager, 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 purpose of a policy waiver that allows the TFCA Regional Fund to be used as match for school bus projects.

Committee Action

Director Abe-Koga made a motion, seconded by Director Mitchoff, to recommend the Board **approve** the award of the CMP and TFCA funding to projects with proposed grant awards in excess of \$100,000 and **authorize** the Executive Officer/Air Pollution Control Officer (APCO) to enter into all necessary agreements with applicants for the recommended projects; and the motion carried by the following vote of the Committee:

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

4. LIGHT-DUTY ELECTRIC VEHICLE (EV) CHARGING PROGRAMS AND CHARGE! PROJECTS

Deanna Yee, Acting Supervising Staff Specialist, gave the staff presentation *Charge! Program*, including: outcome; requested action; outline; Charge! program overview; Fiscal Year Ending (FYE) 2021 solicitation; scoring; ranking list; Bay Area EV charging stations; Electrify America; Light-Duty EV Infrastructure program; California EV Infrastructure project; EV Fast Charge program; community choice aggregators; Light-Duty EV Charger Incentive Block Grant; requested action.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether the EV charging locations that are in multi-unit dwellings are publicly accessible; whether the multi-unit dwelling locations that are targeted for EV charging infrastructure are new or existing developments; the fact that the greatest cost is not the installation of the EV charging equipment, but providing power for the equipment and the need for additional funding for that; concerns about potential obstacles to electrifying fleets; the request that charging locations include housing projects in low-income communities; the request that city and county locations of charging projects be included in future presentations; whether the stacking of funding sources is permitted within the program; the suggestion of utilizing the Air District's Climate Tech Finance program to fund the installation of Level 2 (high) dual port chargers at multi-unit dwellings and parking structures; concerns that people will want to retain gas-powered vehicles for backup use; the importance of matching the type of charger with the charging location; whether the Air District has access to EV charger usage data from public charger vendors; the number of EVs registered in the Bay Area; whether a secondary market for EV being turned over exists, and if so, whether the Air District monitors this and coordinates with auto dealers; the need for superchargers; and whether the Air District should reach out to communities of color through non-profit organizations and housing authorities to promote EV incentive programs.

Committee Action

Director Hudson made a motion, seconded by Director Abe-Koga to recommend the Board **approve** the Charge! Program rank list and recommended projects with proposed grant awards and authorize the Executive 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, Gioia, Mitchoff, Rennie, Rice, Wilson.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Cutter, Hopkins, Hudson, Hurt.

5. BAY AREA ELECTRIC VEHICLE (EV) ACCELERATION PLAN UPDATE

Damian Breen, Senior Deputy Executive Officer of Operations, introduced Karissa White, Staff Specialist, who have the staff presentation *Bay Area EV Acceleration Plan*, including: outcome; outline; requested action; components of the Plan; timeline; Bay Area EV registrations; Bay Area EVs and projected increase to meet 2050 goal; Bay Area EV charging stations; stakeholder outreach; market research and surveys; Air District goals; barriers to EV adoption; and recommendations.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether the Air District has partnered with Drive Clean Bay Area; and the need for additional funding for low-income households that wish to purchase EVs.

Committee Action

None; receive and file.

6. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

7. COMMITTEE MEMBER COMMENTS

None.

8. TIME AND PLACE OF NEXT MEETING

Thursday, September 23, 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 meeting was adjourned at 10:58 a.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: September 16, 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 passenger vehicles.

To ensure that cities and counties are involved in developing effective plans to meet these targets, SB 375 requires Metropolitan Planning Organizations (MPOs) 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.

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, 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 GHG emissions 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 will undergo environmental review in an Environmental Impact Report (EIR).

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. 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.

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 Regional Equity Working Group (REWG) and through focus groups of historically underrepresented community members, facilitated by community-based organizations. In addition to incorporating equity in the development of the Blueprint strategies, MTC/ABAG developed an Equity Analysis Report for the draft PBA 2050, detailing how equity is woven into each strategy. The report also estimates the share of plan funding that is allocated toward investments benefiting underserved communities.

The final proposed PBA 2050 and the Final EIR are expected to be presented for approval by MTC and the ABAG Executive Board on October 21, 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.

Since the release of the Draft Implementation Plan and Draft EIR, Staff has continued to engage with MTC and ABAG by providing comments on these documents, and the Equity Analysis Report and participating in working group meetings, webinars, and direct meetings with MTC/ABAG staff.

Meetings with MTC/ABAG have been held at both Staff and Executive level to discuss overlap of PBA strategies with Air District priorities and strategies. While these meetings have mainly focused on Strategies EN7 - Expand Commute Trip Reduction Programs at Major Employers and EN8 - Expand Clean Vehicle Initiatives, staff have also had discussions with MTC staff on other areas of overlap, such as transportation demand management, building decarbonization and transportation equity. A Summary of Select PBA Blueprint Strategies that intersect with Air District work and priorities is included as Attachment A.

Staff will continue to work with MTC and ABAG on areas of overlap between PBA 2050 and Air District programs, 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.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Staff resources to support PBA 2050 implementation are included in the FYE 2022 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Monte DiPalma
Reviewed by: Henry Hilken

Attachment 1: 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.

H3	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies	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.
H4	Build Adequate Affordable Housing to Ensure Homes for All	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.
H6	Transform Aging Malls and Office Parks into Neighborhoods	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.

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.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: September 16, 2021

Re: Update on California Environmental Quality Act (CEQA) Thresholds of Significance
for Greenhouse Gases

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The California Environmental Quality Act (CEQA) was signed into law in 1970. CEQA requires that California public agencies study and disclose the environmental impacts of proposed development projects and plans, and limit those impacts to the extent feasible. These environmental impacts include air quality and greenhouse gas (GHG) emissions, as well as impacts not directly related to the Air District's purview, such as water quality, transportation, and biological resources, among others.

Air pollutant and GHG emissions from land use development can occur directly, e.g., emissions from combustion devices such as boilers and generators, and indirectly, e.g., from transportation activity associated with a project. Although Air District permits protect public health by assuring that stationary sources of air pollution comply with all applicable Air District regulations, the Air District does not have authority to issue permits for GHG emissions from local land use development. City or county land use permits determine whether and where a GHG-emitting project may be located, and local land use permits sometimes do not adequately consider GHG emissions. As such, the Air District's ability to influence GHG emissions in land use projects is limited. Although Air District air quality permits may impose conditions on stationary source operations that could also result in GHG co-benefits, Air District permits do not address GHG emissions from transportation, fossil fuel combustion, or other activities. Many land use developments result in public concern, with calls for the Air District to take action, and our options are limited due to local land use decisions.

The CEQA process and the Air District's CEQA Guidelines are tools the Air District employs to further its and the State's goals of reducing air pollution and meeting GHG emissions reduction targets. The Air District's CEQA thresholds and Guidelines are intended to assist cities, counties, and other lead agencies in analyzing and mitigating air quality and climate impacts of local projects and plans. The significance thresholds provide lead agencies with recommended benchmarks for determining whether a project's or plan's impact on air quality or GHG emissions rises to a level

of significance. The Guidelines provide recommended methods for assessing the air quality and GHG impacts of projects and plans proposed within the Air District jurisdiction. The Air District's CEQA Guidelines also provide recommended mitigation measures that a project or plan can incorporate to further reduce air quality and climate impacts.

Substantive changes have occurred with respect to the data and assumptions underlying the analytical methodologies, thresholds, and guidance since the Air District's last update of its GHG thresholds in June 2010. In addition, the State has taken strong legislative and programmatic action to achieve GHG reductions beyond 2020. Further, landmark court decisions related to CEQA litigation have occurred since 2010, creating new parameters that influence how GHG impacts can be determined and mitigated under CEQA. Accordingly, the Air District seeks to update the CEQA GHG thresholds and Guidelines to reflect current State legislation, policy guidance and GHG reduction targets, new and revised requirements in the State CEQA Guidelines, case law, improved analytical methodologies, and updated reduction strategies and technologies.

Staff also plans to update significance thresholds for air pollution impacts, especially regarding fine particulate matter (PM) and risk in our most impacted communities. Air District work to minimize local exposure to PM and air toxics is addressed through the AB 617 program, as well as other programs, some of which are currently under development, such as amendments to permit regulations and the Advisory Council's examination of health-based PM standards. Staff intends to revisit local air pollution CEQA thresholds in the near future as these programs become further developed.

DISCUSSION

Staff has initiated an update to the CEQA thresholds and Guidelines. Key motivations of this effort include the need to update the recommended GHG thresholds to align with the latest State GHG reduction targets for 2030, 2045, and 2050, and to support local planning efforts. The current GHG thresholds are based on the State's 2008 Scoping Plan and 2020 GHG reduction target, and must be updated to reflect current statewide targets and time horizons.

Staff's proposed approach includes updated GHG thresholds of significance for: 1) Land-use Projects; 2) Stationary Source Projects, and; 3) Land-use Development Plans. A summary table of the thresholds is presented below, followed by a description of each of the thresholds.

Project Type	Proposed GHG Threshold
Land-use Projects	Must include A or B: A) Projects must include, at a minimum, the following project design elements: 1) Buildings a) No natural gas (residential and non-residential) 2) Transportation a) Achieve compliance with (voluntary) electric vehicle (EV) charging requirements in the most recently adopted version of CALGreen Tier 2 b) Achieve SB 743 target of 15% reduction in vehicles miles traveled (VMT) per capita below regional average B) Be consistent with a local GHG Reduction Strategy that meets the criteria under the CEQA Guidelines section 15183.5(b), and pursuant to Air District guidance.
Stationary Sources	Compliance with Cap-and-Trade OR 2,000 metric tons carbon dioxide equivalent (MTCO _{2e}) per year
Land-use Plans	Must include A and B: A) Meets State’s goals to achieve 40% emissions below 1990 levels by 2030, and carbon neutrality by 2045; AND B) Meets criteria for GHG reduction strategy under the State CEQA Guidelines, and pursuant to Air District’s guidance.

1) Land-use Projects

For a land-use project’s GHG emissions to be a less than significant level, the project must include a) certain project design elements, *or* b) the project must be consistent with a local GHG Reduction Strategy. Project design elements include aspects of the project that are within the control of the project developer and that have the potential to lock-in GHG emissions for the duration of the project-life. The design elements included in the proposed thresholds address GHG emissions from building operations and transportation.

Alternatively, a land-use development project could opt to demonstrate that the project is consistent with a local GHG Reduction Strategy, which in turn conforms to State CEQA and Air District guidance. Criteria for a GHG Reduction Strategy that supports this type of streamlining is specified in the State of California CEQA Guidelines (section 15183.5(b)). In addition, the Air District is developing further supportive guidance for local GHG Reduction Strategies on how to reflect consistency with the State Guidelines.

2) Stationary Source Projects

Stationary source projects under CEQA include projects that require an Air District permit. For a stationary source project’s GHG emissions to be less than significant, the project must either be subject to and compliant with the State Cap-and-Trade Regulation, *or* it must emit fewer than 2,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year. The 2,000 MTCO_{2e} threshold was determined through an evaluation of permit applications from 2016 through 2018. The types of sources that would be captured by this new proposed threshold would include industrial sized boilers and diesel generators.

3) Land-use Development Plans

Land-use development plans being developed by local and regional agencies include general plans, climate action plans, transportation plans, etc. In order for a land-use plan to demonstrate a less-than-significant impact on GHG emissions, the plan must be consistent with the State's goals of reducing GHG emissions to 40 percent below 1990 levels by 2030, and to achieve carbon neutrality as soon as possible and no later than 2045. In addition, the plan must also meet the criteria for a GHG Reduction Strategy under the State CEQA Guidelines and pursuant to Air District's guidance (similar to the discussion above for land-use projects).

Staff convened focus groups with local government planning staff, builders, affordable housing developers and environmental advocates in Summer 2021 to discuss the current approach for updating the CEQA GHG thresholds. Pending Committee feedback, staff intends to hold public workshops in the fourth quarter of 2021, to complete updates to the GHG thresholds, and return to the Board of Directors in early 2022 for adoption.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Resources to update and implement the CEQA Guidelines are included in the FYE 2022 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jakub Zielkiewicz
Reviewed by: Henry Hilken

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: September 16, 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 (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include: on-road trucks and buses, off-road equipment, marine vessels, locomotives, and stationary agricultural pump engines. 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 January 20, 2021, the Board of Directors (Board) authorized the Air District's participation in Year 23 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. CAPP 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 7, 2021, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in FYE 2022, cost-effectiveness limits for Air District-sponsored FYE 2022 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 16, 2021, the Board adopted policies and evaluation criteria for the FYE 2022 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/entities. Along with recommendations for projects and grant awards over \$100,000. Staff also updates the Committee on the status of incentive funding for the current fiscal year, including total funding awarded, incentive fund balance available for award, funds allocated by county and by equipment category type, and percentages of funding benefitting impacted and low-income communities. The reported emissions reduction benefits to counties and impacted communities are based on information provided by each applicant.

DISCUSSION

Carl Moyer Program and Community Health Protection Grant Program:

For the FYE 2022 the Air District had approximately \$46 million available in CMP, MSIF, Community Health Protection (CHP) Grant Program, and FARMER funds for eligible projects, including prior year funds. This total may change as additional revenue are awarded to the Air District. The Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis.

As of August 24, 2021, the Air District has awarded 11 previously evaluated projects and evaluated 18 new project applications. Of the new applications that were evaluated between July 1 and August 24, 2021, five eligible projects have proposed grant awards over \$100,000. Three marine projects will replace a total of ten engines with cleaner diesel engines for two tugboats and one commercial fishing vessel. One off-road agricultural project will replace a diesel-powered tractor. These projects will reduce over 70 tons of NOx, ROG, and PM per year. Staff recommends the allocation of \$7,786,606 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.

In addition, two previously awarded school bus projects have proposed modified awards to allow Palo Alto Unified School District and Milpitas Unified School District to install DC fast chargers in preference to the previously approved (lower-powered) infrastructure. Both projects were previously approved in prior fiscal years to replace diesel and compressed nature gas (CNG) buses with electric school buses and install supporting charging infrastructure. Staff recommends the additional allocation of \$338,155 for these projects from a combination of CMP, FARMER, Community Health Protection, and MSIF revenues. Attachment 1, Table 2, provides additional information on these projects and their proposed award increases.

Attachment 2 lists all of the eligible projects that have been awarded by the Air District between July 1, 2021, and August 24, 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 88% 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.

Transportation Fund for Clean Air Program:

For the FYE 2022, the Air District had approximately \$29.39 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. There were no projects evaluated between July 1, 2021, and August 24, 2021, with proposed grant awards over \$100,000.

Attachment 3, Table 1, lists all eligible TFCA projects that have been evaluated and awarded between July 1, 2021, and August 24, 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 100% of the funds¹ 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. The percentage of projects in these communities 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.

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: Linda Hui, Ken Mak, Chad White

Reviewed by: Minda Berbeco, Alona Davis, Chengfeng Wang, Karen Schkolnick

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 7/1/21 and 8/24/21

Attachment 3: TFCA Projects Awarded and Allocated Projects between 7/1/21 and 8/24/21

Attachment 4: Summary of Funding Awarded and Allocated between 7/1/21 and 8/24/21

AGENDA 5 - 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 7/1/21 and 8/24/21)

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Total Project Cost	Emission Reductions (tons per year)			County
						NO _x	ROG	PM	
22MOY183	Joshua Mantua	Marine	Replace one tier-0 diesel main engine and one tier-0 diesel aux engine with one tier-3 diesel main engine and one tier-3 diesel aux engine on a commercial fishing boat.	\$ 172,500	\$ 216,453	0.661	0.028	0.028	Sonoma, Marin, San Francisco, San Mateo
22MOY159	Baydelta Navigation LTD	Marine	Replace two tier-2 diesel main engines and two tier-2 diesel aux engines with two tier-4 diesel main engines and two tier-3 diesel aux engines on a tugboat.	\$ 3,529,000	\$ 4,186,000	30.665	2.726	1.021	San Francisco, Alameda, Contra Costa, Marin, Solano
22MOY160	Baydelta Navigation LTD	Marine	Replace two tier-2 main engines with tier-4 main engines and replacement of two Tier 2 auxiliary engines with Tier 3 auxiliary engines for a tugboat.	\$ 3,529,000	\$ 4,186,000	30.665	2.726	1.021	San Francisco, Alameda, Contra Costa, Marin, Solano
22MOY143	Kabeela Inc.	Off-Road/Ag	Replace one agricultural tier-2 diesel tractor with a tier-4 diesel tractor.	\$ 120,800	\$ 151,042	0.304	0.022	0.015	Santa Clara
22SBP52	Pittsburg Unified School District	School Bus	Replace three diesel school buses with three LPG school buses.	\$ 435,306	\$ 471,590	0.290	0.022	0.000	Contra Costa
5 Projects				\$ 7,786,606	\$ 9,211,086	62.584	5.523	2.084	

Table 2 - Modifications to Carl Moyer Program, Mobile Source Incentive Fund, FARMER, Community Health Protection Program, projects with grant awards greater than \$100k (Evaluated between 7/1/21 and 8/24/21)

Project #	Applicant Name	Project Category	Project Description (CHANGE)	Date Previously Approved	Award Previously Approved	Proposed Increase	New Proposed Award	Total Project Cost	County
21SBP98*	Palo Alto Unified School District	School Bus	Replace one diesel school bus and one CNG school bus with two electric school buses and install supporting infrastructure. Funding increase will afford DC fast chargers.	3/4/20	\$ 837,278	\$ 242,828	\$ 1,080,106	\$1,203,602	Santa Clara
22SBP14**	Milpitas Unified School District	School Bus	Replace two diesel school buses with two electric school buses and install supporting infrastructure. Funding increase will afford DC fast chargers.	4/7/21	\$ 827,154	\$ 95,327	\$ 922,481	\$ 925,881	Santa Clara
2 Projects						\$ 1,664,432	\$ 338,155	\$ 2,002,587	\$2,129,483

*This project was previously awarded \$513,500.00 of TFCA funds and \$323,778.00 of CMP/MSIF/CHP funds. The proposed increase of \$242,828.00 in CMP/MSIF/CHP funds will allow for DC fast-charging infrastructure to be included as part of this project.

**This project was previously awarded \$204,598.00 of TFCA funds and \$622,556.00 of CMP/MSIF/CHP funds. The proposed increase of \$95,327.00 in CMP/MSIF/CHP funds will allow for DC fast-charging infrastructure to be included as part of this project.

AGENDA 5 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects
(awarded and allocated between 7/1/21 and 8/24/21)*

Project #	Project Category	Project Type	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			Board Approval Date	CARE Area	AB1550/SB535 Area	County
						NOx	ROG	PM				
22SBP71	School Bus	Equipment replacement + Infrastructure	12	\$ 3,775,186.00	Petaluma City Schools	0.932	0.071	0.005	7/7/2021	No	Yes	Sonoma
22MOY138	Ag/ off-road	Equipment replacement	3	\$ 525,300.00	Dave Soiland	2.035	0.165	0.097	7/7/2021	No	No	Sonoma
22SBP84	School Bus	Equipment replacement + Infrastructure	4	\$ 803,786.00	Rincon Valley Union School District	0.228	0.015	0.003	7/7/2021	No	Yes	Sonoma
22MOY149	Ag/ off-road	Equipment replacement	1	\$ 170,500.00	Renati Dairy	0.522	0.068	0.048	7/7/2021	No	No	Sonoma
22MOY127	Ag/ off-road	Equipment replacement	2	\$ 107,100.00	Napa Select Vineyard Services, Inc.	0.187	0.012	0.011	7/7/2021	No	No	Napa
22MOY142	Ag/ off-road	Equipment replacement	2	\$ 105,500.00	Cobb Creek Holdings, LLC DBA CCH Ag Services	0.205	0.034	0.021	7/7/2021	No	No	Napa
22MOY135	Marine	Engine replacement	1	\$ 154,000.00	William E. Smith	1.831	0.018	0.069	7/7/2021	No	NO	San Mateo
22SBP105	School Bus	Equipment replacement + Infrastructure	4	\$ 1,731,969.00	Fremont Unified School District	0.414	0.036	0.018	7/7/2021	No	Yes	Alameda
22MOY169	Ag/ off-road	Equipment replacement	2	\$ 132,260.00	Kenzo Estate, Inc.	0.223	0.020	0.015	7/7/2021	No	No	Napa
22SBP40	School Bus	Equipment replacement + Infrastructure	5	\$ 889,832.00	Franklin-McKinley School District	0.250	0.015	0.003	7/7/2021	Yes	Yes	Santa Clara
22MOY158	Marine	Engine replacement	1	\$ 174,000.00	Laurence J Collins	0.790	0.018	0.028	7/7/2021	No	No	San Francisco
22MOY130	On-road	Equipment replacement	1	\$ 25,000.00	Min Jian Huang (jianhuang)	0.841	0.070	0.000	APCO	Yes	Yes	Alameda
22MOY151	Ag/ off-road	Equipment replacement	2	\$ 86,000.00	Hardin Vineyard Management LLC	0.257	0.055	0.023	APCO	No	No	Napa
22MOY124	On-road	Equipment replacement	1	\$ 25,000.00	Kulwant Kherra (kshkhera)	0.773	0.065	0.000	APCO	Yes	Yes	Alameda
22MOY78	Ag/ off-road	Equipment replacement	1	\$ 36,000.00	Cortina Vineyard Management	0.047	0.011	0.008	APCO	Yes	Yes	Napa
22MOY143	Ag/ off-road	Equipment replacement	1	\$ 120,800.00	Kabeela Inc.	0.304	0.022	0.015	TBD	No	Yes	Santa Clara
22MOY131	On-road	Equipment replacement	1	\$ 25,000.00	Karanbir Singh (karanbirsg)	0.820	0.690	0.000	APCO	No	No	Contra Costa
22MOY166	Ag/ off-road	Equipment replacement	2	\$ 96,400.00	Stone Bridge Cellars Inc.	0.166	0.009	0.009	APCO	No	No	Napa
22MOY174	On-road	Equipment replacement	1	\$ 25,000.00	Can Yuan Chen (canchen)	1.008	0.085	0.000	APCO	Yes	Yes	Alameda
22MOY92	Ag/ off-road	Equipment replacement	1	\$ 29,550.00	Paul P. Bianchi, Inc	0.025	0.023	0.007	APCO	No	No	Sonoma
22SBP52	School Bus	Equipment replacement	3	\$ 435,306.00	Pittsburg Unified School District	0.290	0.022	0.000	TBD	Yes	Yes	Contra Costa
22MOY185	Ag/ off-road	Equipment replacement	1	\$ 67,100.00	Domenico J. Carinalli, Jr.	0.156	0.010	0.009	APCO	No	No	Sonoma
22MOY99	Ag/ off-road	Equipment replacement	1	\$ 41,100.00	Daylight Vineyard Management, Inc.	0.062	0.005	0.007	APCO	No	No	Sonoma

AGENDA 5 - ATTACHMENT 2

*CMP/MSIF, FARMER and Community Health Protection Grant Program projects
(awarded and allocated between 7/1/21 and 8/24/21)*

Project #	Project Category	Project Type	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			Board Approval Date	CARE Area	AB1550/SB535 Area	County
						NOx	ROG	PM				
22MOY179	Marine	Engine replacement	1	\$ 72,000.00	Kyle Dryer dba Diamond Sportfishing	0.705	0.009	0.028	APCO	Yes	No	Alameda/Contra Costa/San Francisco
22MOY183	Marine	Engine Replacement	2	\$ 172,500.00	Joseph Mantua	0.661	0.028	0.028	TBD	No	No	Marin/San Maeto/San Francisco/Sonoma
22MOY140	Marine	Engine Replacement	1	\$ 72,000.00	Mike Carpenter	0.249	0.008	0.010	APCO	No	No	Marin/San Francisco/Sonoma
22MOY22	Ag/ off-road	Equipment replacement	2	\$ 57,100.00	Joseph Pinheiro	0.047	0.018	0.010	APCO	No	No	Sonoma
22MOY159	Marine	Engine replacement	4	\$ 3,529,000.00	Baydelta Navigation LTD	30.665	2.726	1.021	TBD	Yes	Yes	San Francisco, Alameda, Contra Costa, Marin, Solano
22MOY160	Marine	Engine replacement	4	\$ 3,529,000.00	Baydelta Navigation LTD	30.665	2.726	1.021	TBD	Yes	Yes	San Francisco, Alameda, Contra Costa, Marin, Solano
21SBP98*	School Bus	Equipment replacement + Infrastructure	--	\$ 242,828	Palo Alto Unified School District	--	--	--	TBD	Yes	Yes	Santa Clara
22SBP14**	School Bus	Equipment replacement + Infrastructure	--	\$ 95,327	Milpitas Unified School District	--	--	--	TBD	Yes	Yes	Santa Clara

31 Projects 67 \$ 17,351,444 75.4 7.1 2.5

*This project was previously awarded \$513,500.00 of TFCA funds and \$323,778.00 of CMP/MSIF/CHP funds on 3/4/20. The proposed increase of \$242,828 in CMP/MSIF/CHP funds will allow for DC fast-charging infrastructure to be included as part of this project.

**This project was previously awarded \$204,598.00 of TFCA funds and \$622,556.00 of CMP/MSIF/CHP funds on 4/7/21. The proposed increase of \$95,327 in CMP/MSIF/CHP funds will allow for DC fast-charging infrastructure to be included as part of this project.

AGENDA 5 - ATTACHMENT 3

Table 1 - TFCA projects awarded and allocated (between 7/1/21 and 8/24/21)

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				
21R05	LD Vehicles	Charge! Program §	\$ 6,000,000	BAAQMD	TBD*	TBD*	TBD*	7/7/21	TBD*	TBD*	Regional
22R02	LD Vehicles	Vehicle Buy Back Program	\$ 200,000	BAAQMD	N/A**	N/A**	N/A**	6/16/21	N/A	N/A	Regional
21RSB03	School Bus	Match funding for Project #22SBP71 for the replacement of 12 diesel school buses with 12 electric school buses.	\$ 1,153,346	BAAQMD	N/A**	N/A**	N/A**	7/7/21	No	Yes	Sonoma
21RSB04	School Bus	Match funding for Project #22SBP84 for the replacement of 3 diesel school buses & 1 CNG school bus with 4 electric school buses.	\$ 892,045	BAAQMD	N/A**	N/A**	N/A**	7/7/21	No	Yes	Sonoma
21RSB05	School Bus	Match funding for Project #22SBP40 for the replacement of 5 diesel special needs school buses with 5 electric special needs school buses.	\$ 1,232,175	BAAQMD	N/A**	N/A**	N/A**	7/7/21	Yes	Yes	Santa Clara
22R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$ 150,000	BAAQMD	TBD*	TBD*	TBD*	6/16/21	N/A	N/A	Regional
22R03	Trip Reduction	Spare The Air/Intermittent Control/Flex Your Commute Programs	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	6/16/21	N/A	N/A	Regional
Total			7 Projects	\$11,917,566	0.000	0.000	0.000				

* 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.

§ Up to \$1,000,000 of Award Amount may come from either the TFCA or the Mobile Source Incentive Fund (MSIF)/CMP.

AGENDA 5 - ATTACHMENT 4

Summary of funding awarded and allocated from the following revenue sources between 7/1/21 and 8/24/21

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

Figure 1. Status of FYE 2022 funding by source
includes funds awarded, recommended for award, and available

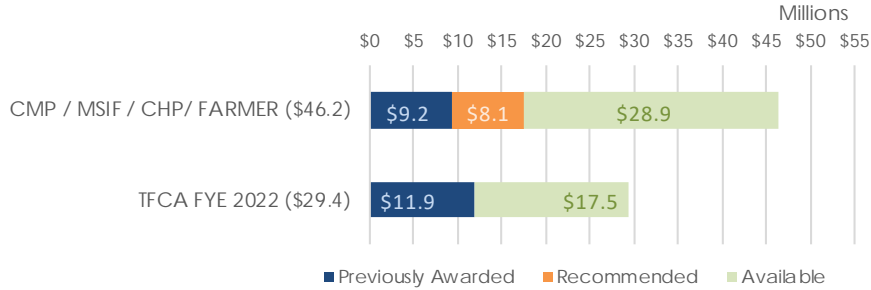


Figure 2. Funding awarded and allocated in FYE 2022 by county
includes funds awarded & recommended for award

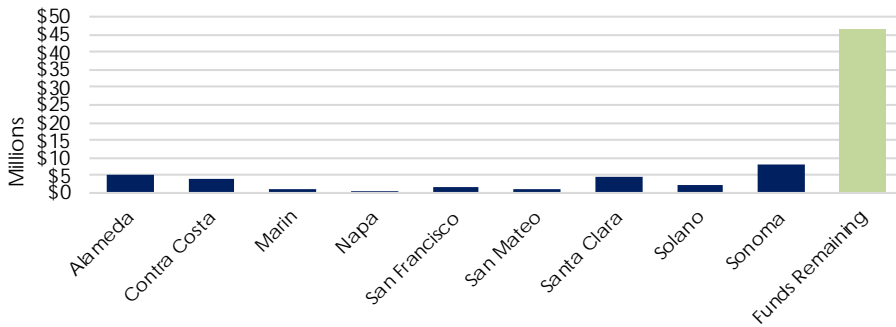


Figure 3. Funding awarded and allocated in FYE 2022 by project category
includes funds awarded & recommended for award

