



RESOLUTION APPROVING PART 2 OF THE FISCAL YEAR 2018/19 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS, PROGRAMMING \$503,540 TO FIVE PROJECTS, WITH CONDITIONS, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was approved by the Air District on July 27, 2018; and

WHEREAS, After netting out 6.25% (\$47,494) for administrative expenses, as allowed by Air District guidelines, and including deobligated and previously unallocated funds, the Transportation Authority has \$764,243 in Fiscal Year (FY) 2018/19 TFCA funds to program to eligible projects; and

WHEREAS, At its July 24, 2018, the Transportation Authority approved Part 1 of the FY 2018/19 TFCA Program of Projects, programming \$388,003 for four projects (Resolution 19-04) and delaying consideration of \$56,500 recommended for San Francisco State University's (SFSU's) Ford GoBike Memberships for SFSU Students after a discussion about whether Lyft, which was in the process of acquiring Motivate (the operator of Ford GoBike), should be asked to contribute to the project at some level; and

WHEREAS, To date, the Lyft acquisition of Motivate is still in process and not yet finalized; and



WHEREAS, Subsequently, EVgo/SFE cancelled one of the approved projects, Off Street Car Share Electrification, in order to revise the scope and re-submit it as a new project; and

WHEREAS, After subtracting out the Off Street Car Share Electrification project from Part 1, the total amount of funds programmed was \$260,803, leaving a balance of \$503,440; and

WHEREAS, On July 11, 2018 the Transportation Authority issued the FY 2018/19 TFCA San Francisco County Program Manager supplemental call for projects and by the August 24, 2018 deadline, received four project applications, which when combined with the Ford GoBike Memberships for SFSU Students project, requested a total of \$589,300 in TFCA funds compared to \$503,440 available; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Resolution 18-36); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria, shown in Attachment 1, include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended programming a total of \$503,440 to the five projects, with conditions, as shown in Attachment 2, Table A, as well including one partially-funded project on a contingency list as shown in Attachment 2, Table B; and

WHEREAS, The Off-Street Car Share Electrification project, recommended for \$4,800, requires a policy waiver from the Air District, which the Air District is expected to consider for approval in October 2018 to allow the chargers to be dedicated for carshare vehicles; and

WHEREAS, The Ford GoBike Memberships for SF State Students is recommended for funding under the condition that, assuming Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide, by June, 1 2019, a financial contribution



commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period; and

WHEREAS, At its September 26, 2018 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby approves programming a total of \$503,440 in FY 2018/19 TFCA funds to five projects, with conditions, as shown in Attachments 2 and 3; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachments (3):

Attachment 1 - FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 - FY 2018/19 TFCA Program of Projects – Detailed Staff Recommendation

Attachment 3 - FY 2018/19 TFCA Program of Projects – Summary of Staff Recommendation



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of October, 2018, by the following votes:

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Safai, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Ronen (2)

 11-9-18

Aaron Peskin

Date

Chairperson

ATTEST:

 11/10/18

Tilly Chang

Date

Executive Director



Attachment 1

Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA (Adopted 2/27/2018)

The following are the Fiscal Year 2018/19 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2018/19. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2019 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2016/17 or 2017/18:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2018/19 TFCA Program of Projects – Detailed Staff Recommendations

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS – PART 2 [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	GGBHTD	Bike Racks on Buses: This project will purchase and install 3-bike capacity bike racks and related equipment on 45 Golden Gate Transit (GGT) commuter buses. This project will support linked bike and bus travel, increasing the attractiveness of non-car transportation in GGT's 60-mile service corridor between Santa Rosa/Novato/San Rafael and San Francisco. TFCA funded bike racks would be installed on buses that travel to and from San Francisco.	1,3,5,6	1	Yes	\$37,415	4404.0 as submitted 2994.7 as recommended	\$482,400	\$268,000	\$182,140
2	SFSU	Ford GoBike Memberships for SF State Students - SFSU is requesting funds for a 2-year pilot program that will provide free "Bike Share for All" memberships to Ford GoBike for up to 400 Pell Grant-eligible students at SFSU. It will also provide up to 150 free yearly passes for students and 300 single month passes for students who are not Pell-Grant eligible. Conditional Approval: Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.	7	1	No	\$73,416	311.5	\$56,500	\$56,500	\$56,500
3	EVgo/SFE	Off-Street Car Share Electrification - EVgo is collaborating with SFE to provide two Level 2 chargers at a to be determined location in central San Francisco. Both chargers will be dedicated for Maven carshare vehicles, providing the first electric vehicle option to residents and visitors that utilize carshare vehicles. EVgo will work with the SFE and the Planning Department to identify two designated car share spaces. Requires TFCA Policy Waiver - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the chargers to be installed in a parking spot dedicated for a carshare vehicle instead of publicly available. Electric carshare vehicles require that the charger be available once the user returns the car to the designated carshare parking spot. A decision on the waiver is expected in October 2018.	TBD	3	No	\$129,237	38.1	\$9,300	\$4,800	\$4,800
4	EVgo/SFE	Mixed Use Building Fast Charging in San Francisco: EVgo will install one Direct Current Fast Charging (DCFC) station at two separate garages in to be determined mixed use buildings, for a total of two DCFCs. Locations will be identified based on data from SF Planning and would be sited in publicly accessible garages.	TBD	3	No	\$245,832	625.7	\$206,910	\$150,000	\$150,000
5	California Interfaith Power and Light	EV Chargers at Faith Institutions: This project would install 20 Level 2 charging stations for public use (2 chargers at each of 10 locations) at congregations enrolled in the low carbon congregation program (or other California Interfaith Power and Light member congregations). Includes Grace Tabernacle Community Church, other locations are TBD.	10, additional locations TBD	3	No	\$248,102	454.7	\$110,000	\$110,000	\$110,000
TOTAL								\$865,110	\$589,300	\$503,440
								Total Previously Approved:	\$260,803	
								Total TFCA Funding Available for Projects:	\$764,243	

Attachment 3

San Francisco County Transportation Authority
 Fiscal Year 2018/19 Transportation Fund for Clean Air County Program Manager Fund
 Summary of Staff Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor ¹	Project	Total Project Cost	TFCA Requested	TFCA Recommended
GGBHTD	Bike Racks on Buses	\$482,400	\$268,000	\$182,140
SFSU	Ford GoBike memberships for SF State Students (with conditions) ²	\$56,500	\$56,500	\$56,500
EVgo/SFE	Off-Street Car Share Electrification	\$9,300	\$4,800	\$4,800
EVgo/SFE	Mixed Use Building Fast Charging in San Francisco	\$206,910	\$150,000	\$150,000
California Interfaith Power and Light	EV Chargers at Faith Institutions	\$110,000	\$110,000	\$110,000
	Totals:	\$865,110	\$589,300	\$503,440

PREVIOUSLY APPROVED (sorted by CE ratio)			
Sponsor ¹	Project	Total Project Cost	TFCA Approved
SFE	Emergency Ride Home	\$50,734	\$50,734
SFSU	Bike Cage at SF State Thornton Hall	\$40,069	\$40,069
EVgo/SFE	Grace Cathedral DC Fast Chargers	\$170,000	\$170,000
EVgo/SFE	Off-Street Car Share Electrification (Originally approved for \$127,200 in Part 1, sponsor subsequently canceled and re-submitted as a new project with Level 2 chargers instead of DC Fast Chargers. See Table A on Attachment 2 for details)	\$0	\$0
	Totals:	\$260,803	\$260,803

Total TFCA Funding Available for Projects:	\$764,243
Total TFCA Funding Approved and Recommended:	\$764,243
Remaining Funds:	\$0

¹See Attachment 2 for acronyms and other notes.

²Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.