



RESOLUTION APPROVING THE FISCAL YEAR 2020/21 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS PROGRAMMING \$811,962 TO THREE 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 submitted to the Air District on March 3, 2020; and

WHEREAS, After netting out 6.25% (\$47,155) for administrative expenses, as allowed by Air District guidelines, and including new revenues and deobligated funds from prior projects completed under budget, the Transportation Authority has \$811,962 in Fiscal Year (FY) 2020/21 TFCA funds to program to eligible projects; and

WHEREAS, On March 6, 2020, the Transportation Authority solicited applications for projects for FY 2020/21 TFCA San Francisco County Program Manager funds and, by the May 4, 2020 deadline, received six project applications requesting \$1,688,801 in TFCA funds; 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 (Attachment 1); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria 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 \$811,962 to



fully fund two projects and partially fund two projects as shown in Attachment 2, Table A, as well as including additional funding for the two partially-funded projects on a contingency list as shown in Attachment 2, Table B; and

WHEREAS, The Family E-Bike Ownership Program project, recommended for \$275,000, requires a policy waiver from the Air District to allow funds to be used to purchase electric bicycles; and

WHEREAS, The Citizens Advisory Committee was briefed at its July 22, 2020 meeting on the FY 2020/21 TFCA call for projects and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves programming of \$811,962 in FY 2020/21 TFCA funds to four projects as shown in Attachment 2, Table A and approves a project contingency list as shown in Attachment 2, Table B; and be it further

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$811,962 for projects and \$47,155 for administrative expenses for a total of \$859,117 in FY 2020/21 TFCA funds; 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:

- Attachment 1 - FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2020/21 TFCA Program of Projects - Detailed Staff Recommendation



**San Francisco  
County Transportation  
Authority**

BD071420

RESOLUTION NO. 21-04

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of July, 2020, by the following votes:

**Ayes:** Commissioners Fewer, Mandelman, Mar, Peskin,  
Preston, Safai, Stefani, Walton, and Yee (9)

**Nays:** (0)

**Absent:** Commissioners Haney, Ronen (2)

A handwritten signature in black ink, appearing to read 'Aaron Peskin'.

Aaron Peskin  
Chair

8-17-20

Date

A handwritten signature in blue ink, appearing to read 'Tilly Chang'.

ATTEST:

08/17/2020

Tilly Chang  
Executive Director

Date

**Attachment 1**  
**Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA)**  
**LOCAL EXPENDITURE CRITERIA**

The following are the Fiscal Year 2020/21 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 Ending 2021. 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<sub>x</sub>), 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 (CO<sub>2</sub>) 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 2020/21 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO<sub>x</sub>, 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 2020/21 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2020, 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:

**1. 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.

**2. Cost Effectiveness of Emissions Reduced**– 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<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District’s calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco’s 2013 *Climate Action Strategy*.

**3. 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 2021 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.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

**5. Benefits Communities of Concern** – Priority will be given to projects that directly benefit Communities of Concern, whether the project is directly located in a Community of Concern (see map) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – 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 the previous two fiscal years:

- **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.

**8. 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.

Attachment 2  
San Francisco County Transportation Authority  
Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

**TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]**

No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	<b>Emergency Ride Home</b> - This program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized taxi ride home in the event of a personal emergency.	Citywide	1	Yes	\$ 16,797	3,210	\$ 96,239	\$96,239	\$ 96,239
2	SFMTA	<b>Short-Term Bike Parking</b> - Plan, design, coordinate, and install 1,235 bicycle parking racks in San Francisco, providing an additional 2,470 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Also see contingency list below.	Citywide	1	Yes	\$ 111,232	1,289	\$ 1,075,320	\$367,562	\$ 310,723
3	SFMTA	<b>San Francisco Family E-Bike Ownership Program</b> - This program will reduce barriers to purchasing a family electric bike (i.e. cargo bike with child seat installed) by offering 150-250 vouchers of up to \$1,250 to qualifying lower-income San Francisco families. The program aims to reduce vehicle trips and greenhouse gas emissions by increasing access to electric bikes for trips with child passengers and general day-to-day transportation.	Citywide	1	No	\$ 463,135	225	\$ 275,000	\$275,000	\$ 275,000
4	Presidio Trust	<b>PresidiGo Battery Electric Shuttles</b> - Replace one gas shuttle bus used to serve visitors and tenants of the Presidio with a new battery electric transit bus. Also see contingency list below.	2	2	No	\$ 236,226	330	\$ 1,312,750	\$250,000	\$ 130,000

**TOTAL \$ 2,759,309 \$ 988,801 \$ 811,962**  
Total TFCA Funding Available for Projects: \$ 811,962

**TABLE B. PROJECTS RECOMMENDED FOR TFCA FUNDS CONTINGENT ON AVAILABILITY OF ADDITIONAL FUNDS [sorted by project type priority and then cost-effectiveness]**

Funding for these projects is contingent upon the Air District rejecting the requested TFCA policy waiver for the Family E-Bike Ownership Program, which would then not be funded.										
No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	Additional CO <sub>2</sub> tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<b>Short-Term Bike Parking</b> - Additional funds would be used to plan, design, coordinate, and install an additional 185 bicycle parking racks in San Francisco, providing a total of 1,420 racks, or 2,840 bicycle parking spaces.	Citywide	1	Yes	\$ 144,998	193	See above.	See above.	\$ 155,000
2	Presidio Trust	<b>PresidiGo Battery Electric Shuttles</b> - Additional funds would be used to replace one additional gas shuttle bus with an electric bus, for a total of two new battery electric transit buses.	2	2	No	\$ 236,226	330	See above.	See above.	\$ 120,000

**TOTAL \$ 275,000**

Attachment 2  
San Francisco County Transportation Authority  
Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

**TABLE C. PROJECTS NOT RECOMMENDED FOR TFCA FUNDS**

No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
5	Power Flex	<b>PowerFlex Large Scale EV Charging for Six SF Public Parking Garages</b> - Design and build a total of 120 level 2 ports and 6 level 3 ports at six public parking garages in San Francisco metro area.	TBD	3	No	\$ 184,825	3,026	\$ 775,000	\$ 500,000	\$ -
6	SFE/ EVGo	<b>Fast Charging in San Francisco</b> - Install 4 direct current fast chargers (aka level 3) at one or more to-be-determined locations in San Francisco. These chargers will be open to the public and support electric vehicle adoption.	TBD	3	No	\$ 221,743	989	\$ 614,800	\$ 200,000	\$ -
<b>TOTAL</b>									<b>\$</b>	<b>-</b>

<sup>1</sup> Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA) and the Department of the Environment (SFE).

<sup>2</sup> Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

<sup>3</sup> The TFCA cost effectiveness ratio (CE) 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. For 2020/21 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Alternative Fuel Heavy-Duty Vehicles and Buses - \$500,000, Alternative Fuel Infrastructure - \$250,000, Bikeways - \$500,000, Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

<sup>4</sup> CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet. The CO<sub>2</sub> reduction for the PresidioGo Battery Electric Shuttles Project is calculated based on the FY 2019/2020 worksheet because the FY 2020/2021 Heavy-Duty Vehicles worksheet does not calculate tons of CO<sub>2</sub> reduced.