



Yolo-Solano Air Quality Management District

2021 Clean Air Funds Program Information

The Yolo-Solano Air Quality Management District (District) is a public health agency with the mission of protecting public health and property from the harmful effects of air pollution. The District is currently accepting applications from private companies, government agencies and other entities for projects that reduce emissions from mobile sources of air pollution within Yolo and Solano Counties.

The Clean Air Funds Program is funded in part by vehicle registration fees collect within the District to fund projects that reduce air pollution from mobile sources and from a small portion of property tax collected from northeast Solano County. The funding available for the 2021 program is \$400,000.00, approximately \$60,000 for Yolo County projects and \$340,000 for projects in Solano County.

TIMELINE

Monday, March 8, 2021: Application Period Opens

Thursday, March 25, 2021, 10:00 a.m.: Clean Air Fund Program Webinar

Friday, April, 30, 2021, 4:00 p.m.: Final deadline to submit completed application.

Mid- May: Yolo and Solano Clean Air Fund Committees will meet separately to consider applications and provide recommendations to the Board. Applicants are encouraged to attend the committee meetings.

June 9, 2021: Board of Directors will approve 2021 Clean Air Fund grants.

July 1, 2021 through June 30, 2022: Grant funds distributed.

CONTACT INFORMATION

Jim Antone
Associate Air Quality Planner
Yolo-Solano Air Quality Management District
1947 Galileo Court, Suite 103
Davis, CA 95618
Tel. (530) 757-3653
jantone@ysaqmd.org

Please note the following:

- Projects are ranked based upon general and category based criteria provided within this document.
- You may not start the project which you are requesting funding for prior to obtaining an executed agreement with YSAQMD.
- For previous grant recipients, you must complete and submit all outstanding Final Reports prior to submitting an application for this program cycle.

ELIGIBLE PROJECT CATEGORIES

The District has established four (4) project categories for which applicants can submit proposals, the project categories are:

1. Clean Vehicle Technology
2. Alternative Transportation
3. Transit Services
4. Public Education/Information

PROJECT PROPOSAL

Every application must also include a Project Proposal. The Proposal should fully describe the project and state how it will lead to reduce emissions from mobile sources. Applicants should review the program materials completely to ensure all relevant and necessary information is included in the Project Proposal and to make the project competitive. Projects that require cost-effectiveness calculations must include those calculations in the Project Proposal.

Proposals will be ranked based upon the general project criteria and category-based project criteria provided within this program document.

GENERAL PROJECT CRITERIA

District staff will consider five (5) general criteria when reviewing applications and making funding recommendations to the Clean Air Funds committees.

Local Benefit

Projects must be based or operate in Yolo-Solano AQMD's jurisdiction to be considered. The District includes all of Yolo County and the northeastern part of Solano County, including the cities of Vacaville, Rio Vista and Dixon. Projects must be focused on reducing mobile source emissions within the District. Proposals that aim to serve as pilot programs or complement other local projects or programs are encouraged.

Project Merit

The quality of the project proposed is a major consideration. Projects designed to make significant efforts to reduce mobile source emissions while being cost-effective and achievable are given priority in staff recommendations. Explicit cost-effectiveness calculations must be provided in the application for all Vehicle Replacement, Clean Technology Vehicle purchases and Transit projects. Infrastructure and Public Information and Education projects do not require cost effectiveness calculations.

Matching Funds

Project proposals that leverage additional funding – whether from the applicant or another party – can be scored higher than projects that depend solely on the Clean Air Funds. Proposals should not rely on speculative or uncertain sources of funding.

Applicant History

Staff takes several criteria into consideration, including whether an applicant has received funding in the past. For applicants that have previously received funding, staff will also consider the success of any

previously funded projects and timely completions of required paperwork, including final reports, by applicants. Proposals that build upon previously funded projects should include status reports on those in-progress or completed projects.

Project Outcomes

Projects that can be monitored quantitatively (data, numbers, measurements, statistics) or qualitatively (characteristics, anecdotal evidence) will provide the Board Committee and District staff with a better sense of how the project benefits the local or regional community.

CATEGORY BASED PROJECT CRITERIA

Clean Vehicle Technology

Projects in the Clean Vehicle Technology category include:

- Vehicle replacements, repowers and retrofits
- New clean vehicle purchases
- Clean vehicle infrastructure (such as electric vehicle charging stations)

Projects in this category should be competitive in cost-effectiveness measures. Preference is given to projects that adopt the cleanest feasible technology. It is recommended that applicants have matching funds available when applying in this category.

For replacements, repowers and/or retrofits, applicants must provide detailed information on the old vehicle and full information on the new technology or vehicle being requested. This information includes make, model, model year, annual mileage or operating hours, fuel type, gross vehicle weight rating, horsepower and duties of the vehicle. In almost all cases, the District will not consider the replacement of a vehicle that is not currently compliant with all Federal, State, and local regulations.

All projects that propose the purchase of new equipment (including retrofit equipment) should include a vendor bid with a detailed cost breakdown.

Infrastructure-only proposals do not require specific cost-effectiveness calculations but should provide details on expected usage and include full cost estimates for the project, including a vendor quote.

Alternative Transportation

The Alternative Transportation category includes projects such as:

- Bicycle and pedestrian infrastructure
- Multi-modal stations
- Rideshare programs
- Multi-modal Transportation planning efforts

Infrastructure projects in this category do not require cost-effectiveness calculations, but detailed descriptions of costs and locations must be provided. The availability of matching funds is typically essential for infrastructure projects.

Provide details on whether the project is a phased project, or whether this is part of a project that the District has funded in prior years.

Maps (if applicable) and any available survey or usage data (actual and/or projected) should be provided. Projects that implement an adopted active transportation/transit/multi-modal plan or can provide measurable results after completion will usually score higher during application evaluations.

Transit Services

The Transit Services category includes projects such as:

- New or expanded transit service
- Vanpool or shuttle development

Clean Air Funds are not intended to cover ongoing operational costs for transit services. Instead, projects should focus on improving transit service through new routes or expanded offerings, or for initiating pilot programs. This also applies to vanpool and shuttle program proposals and on-demand programs.

Transit-related marketing and promotional programs have been funded in the past. Project outcomes and measurable data on projected increases in ridership and reductions in vehicle miles traveled are key components of successful applications.

Cost-effectiveness calculations are required for non-infrastructure projects in this category.

Public Education/Information

Project eligibility under the Public Education/Information category has historically been very flexible. The main eligibility criteria are that the project focuses on air quality and mobile source emission reduction marketing, promotion or education. Among the types of projects that qualify are:

- School-based outreach and/or education
- Community-based marketing
- Clean transportation advocacy

The District recognizes education is vital to achieving air quality goals. The 2021 Clean Air Fund theme is “Education is Key to a Future with Clean Air.” Although, projects are not limited to this theme, please keep it in mind when preparing your project proposal.

Applicants should clearly state the objective of the project, outline measurable outcomes and identify community partners that will help achieve success. This may come through matching funds or other kinds of collaboration.

Outreach effectiveness will be considered both in terms of qualitative and quantitative project outcomes. Making lasting connections with the audience will usually be favored over surface-level mass marketing.

Clean Air Funds are not intended to cover ongoing marketing or outreach costs. Preference is usually given to pilot programs and innovative efforts that promote cleaner transportation.

Cost-effectiveness calculations are not required for public education/information projects.

MEASURING COST-EFFECTIVENESS

Cost-effectiveness calculations are required for vehicle replacement, clean vehicle technology purchases (including bike purchases) and transit project applications. Applications for Infrastructure-only projects in any category and Public Information/Education projects are exempt from cost-effectiveness calculation requirements.

There is a basic equation to calculate cost-effectiveness that requires the total reduction of particulate matter (PM), reactive organic gases (ROG) and nitrogen oxides (NOx) in pounds over the life of the project. PM reductions are weighted by a factor of 20, making the basic equation for cost-effectiveness:

$$\text{Cost of project in dollars} / [(20 \times \text{PM reductions}) + \text{ROG reductions} + \text{NOx reductions}]$$

Applicants can use the Air Resources Board's automated cost-effectiveness calculator in Microsoft Access to determine reductions based for the project. The calculator can be found at <https://www.arb.ca.gov/planning/tsag/eval/eval.htm>. Use the Generic Methods Program.

How to Report Cost-Effectiveness

If the project requires a cost-effectiveness calculation to be submitted, report the inputs (reductions of each pollutant) as well as the final cost-effectiveness determination in the project description section. Contact Jim Antone if you need assistance with determining the cost-effectiveness of your project.

SUBMITTING YOUR APPLICATION

Applications are due by 4:00 pm on the April 30, 2021 and may be transmitted by one of the following methods:

Email: cleanair@ysagmd.org

Fax: (530) 757-3670

Mail: 1947 Galileo Court, Suite 103, Davis, CA 95618.

Applications must be signed to be accepted; all signatures electronically submitted have the same legal effect as an original.