



Yolo-Solano Air Quality Management District

2023 Clean Air Funds Program Information

The Yolo-Solano Air Quality Management District (District) is a public health agency with the mission of protecting human 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 northeast Solano County.

The Clean Air Funds Program is funded in part by vehicle registration fees collected 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 2023 program is \$476,725, approximately \$116,725 for Yolo County projects and \$360,000 for projects in northeast Solano County.

TIMELINE

Monday, March 13, 2023:	Application period opens.
Thursday, March 23, 2023, 10:00 a.m.:	Clean Air Fund Program Virtual Workshop and Q&A
Friday, April 21, 2023, 4:00 p.m.:	Deadline to submit completed application.
Early - May:	Yolo and Solano Clean Air Fund Committees will meet separately to consider applications and provide recommendations to the Board. Applicants will be notified of appropriate committee meeting and are encouraged to attend.
June 14, 2023:	Board of Directors will approve 2023 Clean Air Fund grants.
June 15 – July 1, 2023:	Notification of fund award and contract execution.
July 1, 2023 - May 1, 2024:	Project implementation and grant funds distributed.

CONTACT INFORMATION

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ELIGIBLE PROJECT CATEGORIES

The District has established four (4) project categories for which applications can be submitted, the project categories are:

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

Please note the following:

- Proposals will be ranked based upon the general project criteria and category-based project criteria provided within this program document.
- You may not start the project (or project phase) which you are requesting funding for prior to obtaining an executed agreement from the District.
- For previous grant recipients, you must complete and submit all outstanding Final Reports prior to submitting an application for this program cycle.
- Preference is given to projects that are ready to be implemented or have earlier implementation timelines.

PROJECT PROPOSAL

Each application must include a project proposal. The required project proposal should address the general project criteria as well as the specific category criteria. The project proposal should fully describe the project and how it will lead to a reduction of emissions from mobile sources. Applicants should review the program materials completely to ensure all relevant and necessary information is included in the project proposal. Projects that require cost-effectiveness calculations must include those calculations in the project proposal.

GENERAL PROJECT CRITERIA

1. Local Benefit

Projects must be based or operate in the District's jurisdiction to be considered. The District includes all of Yolo County and the northeastern part of Solano County, including the cities of Dixon, Rio Vista, and Vacaville. 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.

2. 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. Include Project timeline and readiness to proceed.

3. Matching Funds

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

4. Applicant History

For project evaluation several criteria are considered, 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 project milestones, including final reports, by applicants. Proposals that build upon previously funded projects should include status reports on those in-progress or completed projects.

5. 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, but projects must implement cleaner technology than existing equipment to be considered. 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. 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. Additionally, proposals must address ownership or permission to construct on site, the availability of power, ability to obtain required permits for project completion and a map of the site. Include any information on additional funding sources, partners or project phases.

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-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. Additionally, proposals must address ownership or permission to construct on site, the availability of power, ability to obtain required permits for project completion, a map of the site (routes or project location) and any available survey or usage data (actual and/or projected) should be provided. 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. Include any information on additional funding sources, partners or project phases. 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.

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

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 collaborative efforts.

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. 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. Clean Air Funds are not intended to cover ongoing administrative or marketing costs.

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 obtain more detailed information, including emission factor tables and review the guide, Methods to Find the Cost Effectiveness of Funding Air Quality Projects, by visiting the Air Resources Board's website at <https://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

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 Stephanie Holliday if you need assistance with determining the cost-effectiveness of your project.

SUBMITTING YOUR APPLICATION

Applications with Project Proposal are due by **4:00 pm on the April 21, 2023** and may be submitted by:

Email: cleanair@ysaqmd.org

Mail: Yolo-Solano Air Quality Management District
Attn: Clean Air Funds
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.