



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Revised Resolution No. 19-03 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year Ending (FYE) 2020

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve the revised Resolution No. 19-03 Fiscal Year Ending (FYE) 2020 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan (Attachment 1).

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVRTA) must annually allocate TFCA funds which are generated from a four-dollar vehicle license fee authorized under Assembly Bill 434 (AB 434) administered by the Bay Area Air Quality Management District (BAAQMD).

The FYE 2020 TFCA Expenditure Plan was adopted in February. (Attachment 1, Exhibit B). A late invoice was submitted from a program sponsor after the Expenditure Plan was adopted, and an error in the administration funding amount was discovered resulting in a \$9,083 reduction of funds available. The Expenditure Plan has been amended to reflect the updated amount available for projects from \$248,966 to \$239,883.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? Yes. Approximately \$ 239,883 in TFCA Program Manager Funds

BACKGROUND AND DISCUSSION

At the April 2018 TAC meeting, NVT A staff recommended the TAC collectively plan the TFCA program manager funds over a three-year rolling period in order to use the funds more efficiently, especially for larger projects. Jurisdictions were requested to submit projects for three years from FYE 2019-21. Two projects were submitted by NVT A, no projects were received from any of the jurisdictions. The final list of projects for FYE 2019 through FYE 2021 is shown in Table 1 below. The NVT A Board adopted the three-year program of projects in May 2018.

Table 1: Three-year Cycle FYE 2019-2021 TFCA Program Manager Fund Projects

FYE 2019-2021 TFCA Expenditures	Original Program Amount	Revised Program Amount
Administration Costs for FYE 2019	\$12,931	\$13,323
Imola Park and Ride Express Bus Improvements Phase I (FYE 2019)	\$201,296	\$201,296
Imola Park and Ride Express Bus Improvements Phase II (FYE 2020)	\$180,000	\$239,883
Napa Valley Vine Trail Calistoga to St. Helena (FYE 2021*)	\$200,000*	\$200,000*
TOTAL	\$ 594,227	\$ 654,502

*The FYE 2021 Estimate is \$200,000 and will be updated when the annual fund estimate is received.

Funds programmed in the first year of the three-year cycle have a firm commitment under the annually adopted expenditure plan. Funds in years two and three are flexible based on project status and actual available revenues generated by the program. NVT A, as the program manager, reviews the program and trues up funding annually. The updated Expenditure Plan (Attachment 1, Exhibit B) reflects the current amount available for projects in FYE 2020.

Forty percent of the AB 434 funds generated in Napa County are returned to NVT A for distribution to local projects. Projects must be beneficial to air quality and be cost effective. The remaining 60% is allocated by the BAAQMD on an air district-wide competitive basis. Beginning in the FYE 2019 cycle, NVT A programmed projects for a three-year period with a commitment to review the program annually and make

adjustments if needed. The Program Expenditure Plan adopted by the Board for the Program Manager Funds was due to the Air District by March 1, 2019. Air District staff requested the adopted draft be sent to meet the March 1 deadline, and an amended version be sent after the March Board meeting.

SUPPORTING DOCUMENTS

Attachment: (1) Revised Resolution No. 19-03 and Exhibit B FYE 2020 Expenditure Plan

REVISED RESOLUTION No. 19-03

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)
ADOPTING THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
PROGRAM MANAGER EXPENDITURE PROGRAM FOR
FISCAL YEAR END (FYE) 2020**

WHEREAS, the Bay Area Air Quality Management District (BAAQMD) has imposed a vehicle license fee as allowed under Assembly Bill 434 to implement actions that will help reduce harmful auto emissions; and

WHEREAS, that program is known as the Transportation Fund for Clean Air Program Manager funds; and

WHEREAS, Assembly Bill 434 calls for the designation of an overall program manager to receive forty percent of the fees generated in the county to be expended for the improvement of air quality; and

WHEREAS, the Napa Valley Transportation Authority (NVTa) has been designated the overall program manager for Napa County; and

WHEREAS, the TFCA Program requires at least one public meeting each year for the purpose of adopting criteria for the expenditure of funds consistent with BAAQMD's Adopted TFCA County Program Manager Fund Policies; and

WHEREAS, the NVTa held a public meeting on February 20, 2019, to adopt the criteria for the expenditure of TFCA funds.

WHEREAS, the NVTa held a public meeting on March 20, 2019, to revise the criteria for the expenditure of TFCA funds.

NOW THEREFORE BE IT RESOLVED by the Board of Directors that

1. The foregoing recitals are true and correct.
2. The criteria in Exhibit A, consistent with the BAAQMD Board Adopted TFCA County Program Manager Fund Policies for FYE 2020, are hereby adopted.
3. Staff is directed to finalize and submit the FYE 2020 Expenditure Plan for Napa County, as shown in Exhibit B.

4. The Executive Director or her designee is authorized to submit to or request all necessary information from other agencies on behalf of the NVTA, and to execute any other documents or certifications to gain and expend these funds.

Passed and adopted this 20th day of ~~March~~February, 2019.

Chris Canning, NVTA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:

DeeAnne Gillick, NVTA General Counsel

EXHIBIT "A"



Guide for the
Transportation Fund for Clean Air Program
(TFCA) for Napa County Program Manager Funds



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AIR QUALITY
MANAGEMENT
DISTRICT

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February 20, 2019

Greetings!

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to train stations; ridesharing programs to encourage carpool, vanpool and transit use; bicycle facility improvements such as bicycle racks and lockers and new bicycle purchases; arterial management projects that reduce traffic congestion such as signal interconnect projects.

NVTA has prepared this packet to help guide you in submitting a successful application for funding in the next three-year funding cycle.

The available funding for Napa County TFCA for FYE 2020 will be approximately \$248,966 dollars. The TFCA Applications for FYE 2020 were approved by the NVTA Board in May 2018 during the last three-year cycle call for projects. The next three-year cycle call for projects will be held in February 2020 for FYE 2021-23.

If you have any questions, you may contact Diana Meehan, TFCA Program Manager at:

NVTA TFCA Program
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8327

Sincerely,

Kate Miller
Executive Director
Napa Valley Transportation Authority

Introduction

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean air Act in 1988. Pursuant to this law, the Bay Area Air Quality Management District (Air District) has adopted the 2017 Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2017 CAP includes transportation control measures (TCM's) and mobile source measures (MSM's). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

The TFCA Program

To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine-county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.

TFCA-funded projects have many benefits, including the following:

- Reducing air pollution, including air toxics such as benzene and diesel particulates
- Conserving energy and helping to reduce greenhouse gas emissions
- Improving water quality by decreasing contaminated runoff from roadways
- Improving transportation options
- Reducing traffic congestion

Forty percent (40%) of these funds are allocated to the designated program manager within each of the nine counties within the Air Districts jurisdiction. This allocation is referred to as the TFCA Program Manager Fund. NVTa is the program manager for Napa County. The remaining sixty percent (60%) of these funds are directed to Air District sponsored programs and to Air District-administered TFCA Regional Fund.

Your Responsibilities as Project Sponsor:

1. Submit projects to the Program Manager that comply with Air District policies.
2. Prepare and submit your project's information form and cost-effectiveness worksheet to the Program Manager.
3. Adhere to the Program Manager's timeline and submit deliverables on time.
4. Submit project status report forms on time, May 20 and October 20.
5. Complete your TFCA project two years from the effective date of the Master Agreement between the Program Manager and the Air District (July 2021).
6. Provide proof of Air District credit for vehicles purchased, published materials, and construction funded or partially funded through the TFCA program.
7. Provide itemized invoices to the Program Manager for reimbursement of your project.
8. Provide proof of general liability insurance with a limit of not less than \$1,000,000 per occurrence.

NVTA's Responsibilities as Program Manager:

1. Provide guidance, offer technical support to project sponsors.
2. Review Project Sponsor's Project Information forms, cost-effectiveness sheets, and reporting forms.
3. Administer program in accordance with applicable legislation, including Health and Safety Code Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies
4. Hold one or more public meeting each year for the purpose of adopting criteria for the expenditure of the funds and to review expenditure of revenues received.
5. Provide funds only to projects that comply with Air District Policies and Procedures.
6. Encumber and expend funds within two years of the receipt of funds.
7. Provide information to the Air District and to auditors on the expenditures of TFCA funds.

Basic Eligibility

Reduction of Emissions: Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and the Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2019. Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

TFCA Cost-Effectiveness: Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

Eligible Projects, and Case-by-Case Approval: Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

Consistent with Existing Plans and Programs: All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

Eligible Recipients: Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.

- A. Public agencies are eligible to apply for all project categories.
- B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).

Readiness: Projects must commence by the end of calendar year 2018. For purposes of this policy, “commence” means a tangible action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.

Maximum Two Years Operating Costs: Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

Independent Air District Audit Findings and Determinations: Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

Authorization for County Program Manager to Proceed: Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.

Insurance: Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

Use of TFCA Funds

- 1. Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
- 2. Combined Funds:** TFCA County Program Manager Funds may NOT be combined with TFCA Regional Funds for the funding.
- 3. Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve a (1-year) extension. **Bicycle Projects must be completed in 2 years and will not be granted a time extension beyond this limit.**

Beginning in FYE 2017, the Air District and the County Program Managers are directed to enforce the two-year time limit for bicycle projects (i.e., any projects under Policy # 29), the County Program Managers should cancel any projects that are not completed within the two-year time limit, and the Air District will not consider any extension requests for bicycle projects that have already been granted a two-year extension from the County Program Manager.

TFCA Project Types

- 1. Ridesharing projects**
- 2. Shuttle/Feeder Bus**
- 3. Bicycle Facility Improvements**
- 4. Smart Growth**
- 5. Clean Air Vehicle Purchase**
- 6. Arterial Management**

Ineligible Project Types

- 1. Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible.
- 2. Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
- 3. Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

Recent Project Examples in Napa County

<u>Project Name</u>	<u>Sponsor</u>	<u>TFCA Funds</u>	<u>Total Project \$</u>
SR 29 Undercrossing Project	City of Napa	\$161,000	\$595,760
Riverside Class I Path	City of Calistoga	\$101,500	\$800,000
Imola P&R Express Bus Improvements Phase I	NVTA	\$201,296	\$830,000

Dates of Importance

March 1, 2019 **TFCA Expenditure Plan Due to Air District**

July 1, 2019 Deadline: Within three months of Board approval, Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (date tentative)

November 2, 2019 Deadline: Within six months of Board approval, Program Manager (NVTA) provides Cost-Effectiveness Worksheets and Project Information forms for new FYE 2020 projects to the Air District (date tentative)

Project Selection Process

The project selection process is as follows (Three year program cycle). The NVTA Technical Advisory Committee (TAC), with representation from all six Napa County jurisdictions, will serve as the selection and prioritization committee. NVTA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the TAC. TAC's recommendations will be forwarded to the NVTA Board.

Projects will be evaluated on a cost effective and project readiness basis.

TFCA Program Manager Selection Criteria for Napa County

- 1) The proposed project must improve the quality of the air as determined by the BAAQMD.
- 2) The project must fall into one or more of the statutory expenditure categories, which are:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management.
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of a smoking vehicles program (Air District project).
- Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
- Implementation of vehicle-based projects to reduce mobile source emissions, including but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.

TFCA Do's and Don'ts

Do

- Establish a clear link to the air quality benefits of your project
- Provide clear and detailed cost estimates
- Have good back-up documentation including maps and pictures
- Have a clearly defined project scope and timeline
- Keep NVTA in “the loop” the greater understanding the Program Manager has of your project, the better

Don't

- Bite off more than you can chew – if the project cannot be completed in two years apply for funding in phases, it will not hurt your chances of eligibility
- Scope creep – when you fill out your **Project Information Form** this is your application. You have to adhere to the project description you write on this form
- Forget to ask for help – NVTA is here as a resource, do not assume, rather ask for clarification
- Apply for the TFCA funds now, and figure out where the rest of your project's funding is going to come from later

Frequently Asked Questions

1. Is there a local match requirement to apply for TFCA funding?

No, there is no requirement for a local match.

2. Can TFCA Program Manager Funds be combined with TFCA Regional Funds?

No, TFCA funds cannot be combined with TFCA Regional funds but may be combined with other funding sources, local, federal, state.

3. What is the TFCA funding limit for alternative fuel vehicles?

TFCA funds awarded to alternative fuel vehicle projects may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed 2011 emissions standards.

Contact Information

Napa County TFCA Program Manager:

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Bay Area Air Quality Management District:

Strategic Incentives Division

Karen Schkolnick

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kschkolnick@baaqmd.gov

Appendix A

PROJECT INFORMATION

A. Project Number: 19XX01

Use consecutive numbers for projects funded, with year, county code, and number, e.g., 19NAP01, 19NAP02 for Napa County. Zero (e.g., 19NAP00) is reserved for County Program Manager TFCA funds allocated for administration costs.

B. Project Title: _____

Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").

C. TFCA County Program Manager Funds Allocated: \$ _____

D. TFCA Regional Funds Awarded (if applicable):\$ _____

E. Total TFCA Funds Allocated (sum of C and D):\$ _____

F. Total Project Cost: \$ _____

Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.

G. Project Description:

Grantee will use TFCA funds to _____. *Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed include*

but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx> for a listing of the following forms:

- ☐ *Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
- ☐ *Form for Clean Air Vehicle and Infrastructure Projects*
- ☐ *Form for Bicycle Projects*
- ☐ *Form for Arterial Management Projects*

I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*

J. Comments (if any):

Add any relevant clarifying information in this section.

RESOLUTION No. 19-03
EXHIBIT "B"
REVISED

SUMMARY INFORMATION

County Program Manager Agency Name: Napa Valley Transportation Authority

Address: 625 Burnell St., Napa, CA 94559

PART A: NEW TFCA FUNDS

1. Estimated FYE 2020 DMV revenues (based on projected CY2018 revenues): Line 1: \$203,000
2. Difference between prior-year estimate and actual revenue: Line 2: \$10,169
- a. Actual FYE 2018 DMV revenues (based on CY2017): \$202,669
- b. Estimated FYE 2018 DMV revenues: \$192,500
- ('a' minus 'b' equals Line 2.)
3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): Line 3: \$213,169

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

4. Total available for programming/reprogramming to other projects. Line 4: \$40,037
- a. Amount available from previously funded projects: \$18,991
- (Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)
- b. Interest income earned on TFCA funds in CY 2018: \$21,046
- ('a' plus 'b' equals Line 4.)

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Total Available TFCA Funds (Sum of Lines 3 and 4) Line 5: \$253,206
- a. Estimated TFCA funds budgeted for administration:¹ \$13,323
- (Note: This amount may not exceed 6.25% of Line 3.)
- b. Estimated Total TFCA funds available for projects \$239,883
- (Line 5 minus Line 5.a.)

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

[illegible]

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING

\$18,991.75

TOTAL PAYMENTS AVAILABLE FOR REFINANCING
(Enter this amount in Part B, Line 4.a. of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled project).