



Bay Area Air Quality Management District

Grant Opportunity Announcement

Heavy-Duty Zero Emission Vehicle Program

Transportation Fund for Clean Air (TFCA)
Regional Fund

Program Guidance

For Fiscal Year Ending (FYE) 2016
Open to public and non-public entities

*Bay Area Air Quality Management District
939 Ellis Street, San Francisco, CA 94109*

Revised March 21, 2016

*The application deadline is 4 PM on June 22, 2016 and
hardcopy of the applications must be postmarked by this date.
Applications will be reviewed on a first-come, first-served basis.*

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Other Grant Opportunities

The Air District offers grants and incentives for the following project types:

- Zero Emission Vehicles & Fueling Infrastructure
- School Buses
- Trip Reduction
- Bicycle Parking and Bikeways
- Marine Vessels
- Locomotives
- Community Grants
- Agricultural Equipment

For more information on **Air District Grants and Incentives** contact us:

Website: www.baaqmd.gov/grants

Email grants@baaqmd.gov



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Background Information

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD)

The California Legislature created the Bay Area Air Quality Management District (Air District) in 1955 as the first regional air pollution control agency in the country, recognizing that air emissions overflow political boundaries. The nine counties of the San Francisco Bay Area form a regional air basin, sharing common geographical features and weather patterns, and therefore similar air pollution burdens, which cannot be addressed by counties acting on their own.

The Air District is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

To protect public health, the State Legislature enacted the California Clean Air Act in 1988. The Air District has prepared and regularly updates plans that include transportation control measures (TCMs), 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,” and mobile source measures (MSMs), which encourage the introduction of newer, cleaner motor vehicle technologies and the retirement of older, more polluting vehicles. The 2010 Clean Air Plan (CAP) is the Air District’s most recently adopted plan.

TRANSPORTATION FUND FOR CLEAN AIR (TFCA):

Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter. On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District has allocated these funds through its Transportation Fund for Clean Air (TFCA) program to fund eligible projects. The statutory authority and requirements of the TFCA program are set forth in California Health and Safety Code Sections 44241 and 44242.

Sixty percent (60%) of TFCA funds are awarded directly by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Plug-in Electric Vehicle Program) and through a grant program known as the Regional Fund Program. The remaining forty percent (40%) of TFCA funds are forwarded to the designated agency within each Bay Area county and distributed through the County Program Manager program (see www.baaqmd.gov/tfca4pm for details).

For FYE 2016, more than \$13 million are available through the Regional Fund Program for projects that deploy zero-emission vehicles and supporting infrastructure, which includes \$5 million reserved for the Heavy-Duty Zero Emissions Vehicle Program.

Program Information

PURPOSE OF SOLICITATION

The Heavy-Duty Zero-Emission Vehicle Grant Program (Program) is designed to help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant vehicles with new, zero-emission vehicles, and to help fleet operators who are expanding their fleet to choose the cleanest available technology. The Program will provide funding to reimburse a percentage of the difference in cost between a new zero-emission vehicle and a comparable diesel/gasoline-fueled vehicle (incremental cost).

The Air District reserves the right to modify this solicitation at its discretion

PROGRAM FUNDING

Up to \$5 million is available for this Program. The maximum TFCA grant award for public agencies is \$1.5 million/ **per** calendar year and for non-public entities is \$500,000 **per million**/calendar **year**. Additional information on the award payment process is found in APPENDIX B: Payment Process, Eligible Project Cost, and Reporting.

PROGRAM SCHEDULE (TENTATIVE)

Date	Activity
January 27, 2016	Program solicitation released
February 18, March 8 and April 19, 2016	Pre-application webinar(s)
June 22, 2016 at 4 PM	Application Deadline
July 5, 2016 at 4 PM	Deadline to receive Board Resolutions
Within approximately 60 days of the Air District's receipt of an application	Notice of Determination (NOD): Air District notifies applicants about the results of the evaluation of their application
<ul style="list-style-type: none"> • Within 30 days of the NOD for projects that request \$100,000 or less in funding, or • Within 90 days of the NOD for projects that request more than \$100,000 	<ul style="list-style-type: none"> • Notice of Award and proposed funding agreements forwarded to qualifying applicants • Pre-Inspection: Air District may conduct a physical inspection of each vehicle that is proposed to be replaced
After funding agreements have been executed, every April 15 and October 15	Semi-Annual Reports: Grantees submit these to the Air District during the project implementation phase
Within 12 months of an award and execution of a funding agreement	<ul style="list-style-type: none"> • All project vehicles must be purchased and placed into service; awarded funds must be expended • Interim Status Report and invoice submitted to the Air District • Initial Payment(s): Air District reimburses grantee 85% of the grant award (not to exceed 85% of actual eligible costs)
After all Project vehicles have been placed into service, every March 15 th until the Grantee has met their minimum usage requirement and for a minimum of three (3) years	<ul style="list-style-type: none"> • Annual Report, covers activities from the prior January – December • Post-Inspection: Air District may conduct a physical inspection of each funded vehicle
After submission of the last Annual Report	<ul style="list-style-type: none"> • Final Payment: Air District reimburses grantee the 15% that was retained in the Initial payment(s) • Audit: Air District will conduct a fiscal audit of each funded project

APPLICATION PROCESS, PRE-APPLICATION WEBINARS, AND CONTACT INFORMATION

Application materials are available online at www.baaqmd.gov/grants and complete submittal instructions are found in this guidance in APPENDIX C: *Grant Application Submittal Instructions*.

Air District staff will conduct pre-application webinars to review the Program requirements, application process, and application evaluation criteria. Registration is required to participate in the webinars and early registration is encouraged as the webinars are limited to 100 attendees. *Webinar attendance is highly encouraged but not required.*

Webinar Schedule:

- Thursday, February 18, 2016 (10:00AM – 11:00AM) Register for 2/18/16 workshop
- Tuesday, March 8, 2016 (10:00AM – 11:00AM) Register for 3/8/16 workshop
- Tuesday, April 19, 2016 (10:00AM – 11:00AM) Register for 4/19/16 workshop

Based on demand, additional webinars may be scheduled. Notices about additional pre-application webinars will be sent via email to parties that have signed up to receive [TFCA email alerts](#). Interested parties are also encouraged to visit the Program website for updates.

For questions regarding this Program, contact us at grants@baaqmd.gov with the subject line “Re: HDV Zero-Emissions Program”.

EVALUATION PROCESS

- Only completed applications received by the deadline will be evaluated; incomplete applications will be rejected.
- Applications found eligible for funding will be awarded on a first-come, first-served basis.

Key Program Requirements and Eligibility

To be considered eligible for funding, applicants and projects must meet all of the requirements listed below, and all of the requirements in the TFCA Regional Fund policies, which can be found in [APPENDIX A: FYE 2016 TFCA Regional Fund Policies \(for the Heavy-Duty Zero Emission Vehicle Program\)](#).

FOR APPLICANTS / GRANTEES

- Grant award amounts are determined based on the estimated amount of emissions (criteria pollutants) that will be reduced by the new vehicle(s) over a three year period. The Air District reserves the right to recommend a reduced amount of funding from the amount that was requested in the event that the Program is oversubscribed, or to ensure that the project meets the cost-effectiveness limits.
- Grantees must maintain and operate each grant funded vehicle within the Air District’s jurisdiction for a minimum of three years and meet their specific Project Usage requirement, which is used to determine the grant funding. (See APPENDIX B: Payment Process, Eligible Project Costs, and Reporting for more information).
- Grantees must obtain and maintain the required insurance throughout the grant funded-project period (See APPENDIX D: Insurance Guidance for more information).

FOR PROJECTS

- Projects that meet all of the basic requirements of other Air District administered programs (Carl Moyer, Lower Emissions School Bus, [Voucher Incentive Program](#) or [Goods Movement Program](#), etc.) are **NOT** eligible for funding through this Program.
- Eligible new vehicles must be engine model year 2015 or newer, have a GVWR greater than 14,000 lbs., and must be approved for sale/operation in California by the California Air Resources Board (CARB).
- Vehicles are required to be maintained and operated for three years and achieve applicable minimum mileage requirements.
- Up to \$5,000 of funds awarded to each vehicle can be used to purchase/install infrastructure used to power the vehicle.
- Up to an additional \$25,000/per new vehicle may be awarded to projects that replace and scrap a compliant and equivalent class engine model year 2000 - 2006 vehicle. To qualify for this bonus, the vehicle to be replaced and scrapped must
 - Be currently registered within the Air District’s jurisdiction and owned by the applicant; and
 - Have mileage or fuel usage documentation for the previous 24 months.

Applicants/grantees may combine funding available from the Air Resource Board’s [California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project \(HVIP\)](#);

Grant awards cannot exceed a vehicle’s “incremental cost,” which is the difference in cost between the proposed new ZEV and its new diesel/gasoline-fueled counterpart.

APPENDIX A: FYE 2016 TFCA Regional Fund Policies (for the Heavy-Duty Zero Emission Vehicle Program)

BASIC ELIGIBILITY

1. **Eligible Projects:** 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 Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 2016.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project's funding agreement.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit of \$250,000 per weighted ton of reduced surplus criteria pollutant emissions. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA fund awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project's useful life.
3. **Consistent with Existing Plans and Programs:** All project categories must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards; those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted Federal, State, regional, and local plans and programs.
4. **Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects.
 - a. Both public agencies and non-public entities are eligible to apply.
 - b. Authority to Apply: Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Project applicants must demonstrate evidence that they have the required matching funds from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** The maximum grant award amounts are:
 - c. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - d. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Projects must commence by the end of calendar year 2016. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the projects' operation or implementation, for which the project sponsor 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.
9. **Reserved.**
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable Federal and State laws, and District rules

and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at of the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who have an unresolved violation of District, state or Federal air quality rules or regulations are not eligible for funding. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from project sponsors who were not eligible for funding at the time of the grant.
12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.

Project sponsors must return funds that the Air District has determined were expended in a manner contrary to the TFCA Regional Funds' requirements and/or requirements of HSC Code section 44220 et seq.; the project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund; or otherwise failed to comply with the approved project scope, as set forth in the project funding agreement. Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors or notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements, which includes the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are both: 1) directly related to the implementation of a specific project or program, and 2) directly contribute to the project's emissions reductions.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare grant applications are not eligible.
18. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.

USE OF TFCA FUNDS

19. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

To be eligible for TFCA Regional funding, a proposed project must meet the purposes and requirements for the particular category's type of project.

Policies 22, 23, and 25-32. Reserved: *For other eligible TFCA Project Categories (22,23, and 25-32) please visit our website at www.baaqmd.gov/grants.*

24. **Heavy-Duty Zero-Emissions Vehicles:** The project will accelerate the deployment of zero-emissions heavy-duty vehicles:
 - a. Vehicles must be new (2015 engine model year or newer), and have a GVWR of greater than 14,000 lbs.;
 - b. Vehicles may be purchased or leased;
 - c. Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and of 15,000 miles;
 - d. Eligible vehicle types include zero-emissions (electric and fuel cell technologies) vehicles that are certified by the CARB; and
 - e. Project sponsors may request authorization for up to \$5,000 of the TFCA Funds awarded to each vehicle to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the vehicle.

In addition, projects that seek to replace an equivalent weight-class engine model year 2000-2006 vehicle and have documented at least two consecutive years of annual mileage records, may qualify for up to an additional \$25,000 in TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

Gasoline, natural gas, diesel, and hybrid vehicles, and retrofit projects that are not approved or certified by the CARB are not eligible.

The amount of TFCA funds awarded may not exceed a vehicle's "incremental cost" meaning the difference in cost between the purchase or lease price of the new vehicle for the Project and its new diesel/gasoline-fueled vehicle counterpart that meets current Federal and State emission standards after all other applicable manufacturer and local/state/federal rebates and discounts are applied.

APPENDIX B: Payment Process, Eligible Project Costs, and Reporting

This appendix provides information about the payment process, guidance for determining which projects costs are eligible for award of TFCA Regional Funds and for use as matching funds, and project reporting and audit requirements.

PAYMENT

Grantees will be paid 85% of the award (not to exceed 85% of actual eligible costs) after: the approved vehicles have been purchased and placed into service; project costs have been incurred and documented; and the Air District has received the Interim Status Report and invoice (that includes the required documentation). The Air District will endeavor to pay the undisputed amount of an approved invoice within 30 calendar days of the date of Air District's receipt of such invoice.

Only costs incurred on or after the date the Air District executes a funding agreement with a project sponsor and that are clearly described in Attachment A of the executed funding agreement are eligible for payment. The Air District will retain 15% of the funds awarded until all of the Project requirements have been satisfied. Projects that are not awarded funding and costs that are incurred prior to the execution of a funding agreement are not eligible for reimbursement.

A Project Sponsor may request reimbursement for approved vehicle purchase costs by providing detailed documentation with project invoices. For projects approved to install alternative fuel infrastructure to support the approved new vehicle purchase, such documentation must show how the project implementation costs were calculated, for example, by listing the date when the hours were worked, employee job title, employee hourly pay rates, tasks, and total charges. Documentation of hourly charges may be provided with time sheets or any other generally accepted accounting method to allocate and document staff time.

The final award amount may be reduced (prorated) if the Project's usage or operational requirements are not met by the end of the project term or if the actual total project cost is less than the amount that was originally estimated.

ELIGIBLE PROJECT COSTS:

Only costs that are directly related to the purchase of the vehicle and, if funded by the project, installation of alternative fuel infrastructure equipment are eligible for award and for use as matching funds:

- Incremental Cost of the qualified new zero-emissions vehicle
- For projects that will install infrastructure used to fuel the new zero-emissions vehicle grantees may use up to \$5,000 of their funds awarded per vehicle to pay for the following infrastructure-related costs:
 - Fueling station hardware, including tax and shipping fees;
 - Labor, materials (e.g., trenching, wiring, and conduit), and necessary electrical upgrades to meet the demands of the fueling station (i.e., electrical panels, and transformers); and
 - Permit fees.

Project implementation costs that are approved by the Air District will be outlined in Attachment A of the Funding Agreement.

INELIGIBLE PROJECT COSTS:

The following is a list of items that are not eligible for award or for use as matching funds:

- **Costs associated with non-essential hardware/equipment or labor;**
- **Costs that are incurred after the purchase of the new zero-emissions vehicle and construction of the alternative fuel station has been completed (e.g., maintenance, future improvements);**
- **Costs associated with the scrapping of vehicles;**
- **Non-incremental costs of the qualified new zero-emissions vehicle; and**
- Administrative costs (e.g., salaries, wages, benefits), including, but not limited to the **following:**
 - **Costs related to the application phase or prior to the execution of a funding agreement;**

- **Costs associated with the accounting of TFCA funds and participation in audit proceedings;**
- **Costs associated with project status monitoring, reporting, and record-keeping and other requirements specified in the TFCA Funding Agreement; and**
- **Other and indirect administrative costs, including management fees and overhead (e.g., costs of utilities, office supplies, property fees/leases).**

MATCHING FUNDS

Grantees are responsible for covering all costs that are not covered by the Air District grant award.

REPORTING, INSPECTIONS AND AUDIT

Project Sponsors are required to monitor their project's status during the implementation and operational phases and submit semi-annual progress reports, and annual monitoring reports.

The Air District may conduct pre- and post- project performance inspections

The Air District may conduct a fiscal audit to ensure that all project funds have been spent in accordance with the program guidelines and policies.

Project Sponsors shall allow Air District staff or its authorized representatives, for the duration of the Project, to inspect the Project and, for three years following the Air District's final payment, to audit the Project.

APPENDIX C: Grant Application Submittal Instructions

Application packages must be submitted to the Air District BOTH electronically (online) and as a hard copy (one copy) postmarked by 4 PM, June 22, 2016. Only complete applications will be evaluated.

1. Complete and submit an online application by the application deadline (note: the application will work best using Google Chrome or Mozilla Firefox browsers).

Heavy-Duty Zero Emissions Vehicles Application

The application form includes the following four parts:

- PART 1: SUMMARY INFORMATION
- PART 2: DETAILED PROJECT INFORMATION
- PART 3: REQUIRED SUPPLEMENTAL DOCUMENTS
- PART 4: CERTIFICATION AND SURVEY

The required supplemental documents include:

- Either (1) a signed letter of commitment from an individual with authority to enter into a financial commitment and carry out the Project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager); or (2) a copy of a signed resolution from the governing board (e.g., City Council, Board of Supervisors, Board of Directors).

The signed letter of commitment or resolution must address the following:

- Identify the individual that is authorized to submit the application and carry out the Project;
- Authorize the submittal of the application;
- Confirm that the applicant has secured matching funds from a non-Air District source(s) that will pay for any project-related costs that are in excess of an award; and,
- Confirm that the applicant will comply with the program policies and guidelines including the requirement to operate and maintain the project equipment throughout the project term.
- Price quotes for:
 - The purchase of the proposed ZEV; and
 - The purchase of a comparable diesel/gasoline-fueled counterpart.
- Supplemental information (i.e., insurance, two years vehicle mileage records).
- Fleet Compliance Documentation
- For projects that will install infrastructure used to fuel the new zero-emissions vehicle:
 - Quote from a licensed contractor for purchase and installation of fueling station; and
 - Map of the proposed location where infrastructure will be installed.
- For projects that voluntarily scrap a vehicle:
 - DMV Registration;
 - Proof of vehicle ownership (i.e. copy of vehicle title); and
 - Previous 24 months of mileage or fuel records (i.e. log books, fuel records, maintenance records, tax records).

2. Mail **one (1) printed and signed copy** of the online application AND the required supplemental documents listed above, and a copy of the **W-9 (hard copy only)** to the Air District at the address below postmarked by the application deadline (*board resolutions may be submitted after the due date, but no later than 4PM on July 5, 2016*).

Printed copy:

Attn: Heavy-Duty ZEV Program
Strategic Incentives Division
BAAQMD
939 Ellis Street, San Francisco, CA 94109

APPENDIX D: Insurance Guidelines

This appendix provides guidance on the insurance coverage required at a minimum for TFCA Regional Fund bikeway projects. The Project Sponsor must provide certificates and/or other evidence of the following insurance coverage:

- a) **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
- b) **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
- c) **Workers Compensation Insurance** as required by California law and employers liability insurance with a limit not less than \$1 million.

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.