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Bay Area Air Quality Management District  
Mobile Source Committee

Fiscal Year Ending (FYE) 2018  
Transportation for Clean Air (TFCA)  
Regional Fund Policies and a Proposed  
Amendment to One FYE 2017 Regional  
Fund Policy

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May 25, 2017

Damian Breen  
Deputy Air Pollution Control Officer



# Overview

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- Background
- Proposed Transportation Fund for Clean Air (TFCA) Regional Fund policies
- Proposed amendment to the FYE 2017 TFCA Regional Fund Policies
- Recommendations



## Transportation Fund for Clean Air (TFCA)

- Funded by \$4 motor vehicle registration fee surcharge
  - 60% to Regional Fund & Air District-sponsored projects
  - 40% to County Program Manager Fund
- Statutory authority and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242
- Board adopts policies and evaluation criteria annually
- TFCA is the Air District's primary grant funding source for **trip reduction and light-duty alternative fuel vehicle-based** projects



# FYE 2018 TFCA Regional Fund

- **4/19/17, Air District Board of Directors:**
  - Authorized allocation of \$29.24 million in FYE 2018 funding
  - Authorized Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000
- **FYE 2018 Policies - Process and Timeline:**
  - January - March: Draft policies out for public comment
  - June: Proposed policies to Board for approval
  - July 2017 – June 30, 2018: Call for projects-issued in phases throughout FYE 2018



# Public Input Process

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- Public Comment Period: January 26 to March 13, 2017
- Policies posted on **District Website**; notification sent to **TFCA grants e-mail list (more than 800 stakeholders including Congestion Management Agencies)**
  - **Stakeholder workshops/meetings:**
    - February 14 & 15, and March 2: 35 stakeholders
- 6 sets of comments received (Attachment C)
- Staff followed up with commenters by email/phone



# Proposed Revisions for FYE 2018

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- **TFCA Cost-Effectiveness (#2):** Clarify cost-effectiveness for Hydrogen Stations
- **Readiness (#8):** Revise to allow projects to commence 12 months from the date the funding agreement is executed
- **Bikeways (#32):** Clarify requirements for bikeways



# Proposed Amendment to FYE 2017 TFCA Regional Fund Policies

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Policy requires projects to be completed by December 2017, regardless of date project was approved:

**Readiness (#8):** Projects must commence by the end of calendar year 2017

Amend policy to allow projects to commence up to 12 months from the date the funding agreement is executed.



# Recommendations

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## Recommend the Board of Directors:

1. Approve the proposed FYE 2018 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A; and
2. Approve the proposed amendment to the readiness policy in the FYE 2017 TFCA Regional Fund Policies.





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Bay Area Air Quality Management District  
Mobile Source Committee

# Fiscal Year Ending (FYE) 2018 Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Expenditure Plans

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May 25, 2017

Damian Breen  
Deputy Air Pollution Control Officer



# Overview

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- Background
- FYE 2018 County Program Manager (CPM) Expenditure Plans
- Summary of Projects Awarded by CPM FYE 2017
- Recommendations



# TFCA Background

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## Transportation Fund for Clean Air (TFCA)

- Funded by \$4 motor vehicle registration fee surcharge
  - 40% to County Program Manager Fund
  - 60% to Regional Fund & Air District-sponsored projects
- Statutory authority and requirements of TFCA are set forth in California Health and Safety Code Sections 44241 and 44242
  - CPMs submit annual Expenditure Plan Application outlining funding available
  - CPMs must allocate available funds within 6 months of District Board's approval of Expenditure Plan



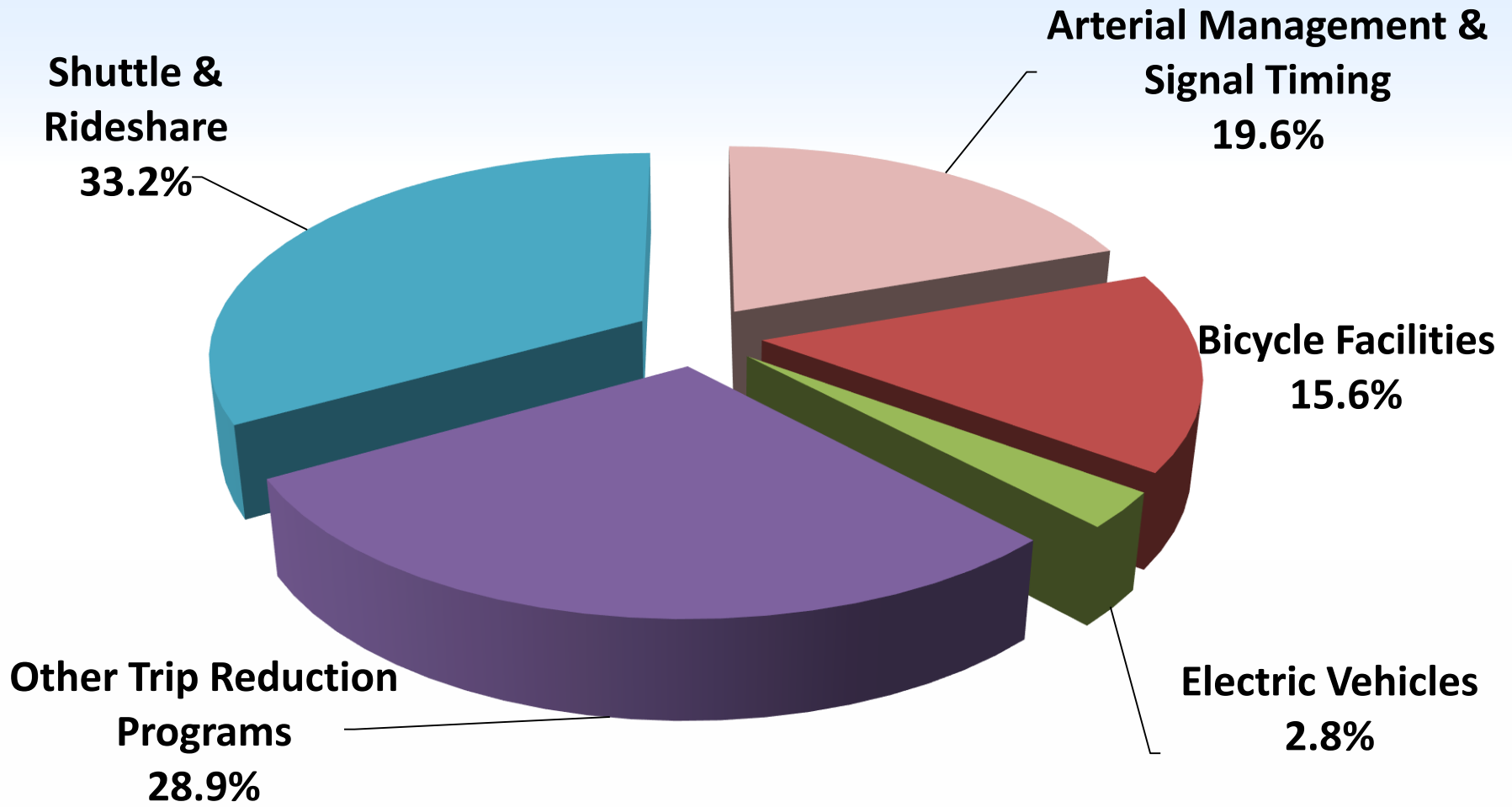
# FYE 2018 Funding for CPM

County Program Manager	Estimated New TFCA Funds	Funds to be Reprogrammed*	Estimated Total FYE 2018 Funds
Alameda County Transportation Commission	\$2,024,825	\$195,463	\$2,220,288
Contra Costa Transportation Authority	\$1,509,966	\$22,242	\$1,532,208
Transportation Authority of Marin	\$356,940	\$138,463	\$495,403
Napa Valley Transportation Authority	\$199,236	\$22,315	\$221,551
San Francisco County Transportation Authority	\$736,049	\$36,714	\$772,763
San Mateo City/County Association of Governments	\$1,079,043	\$464,611	\$1,543,654
Santa Clara Valley Transportation Agency	\$2,482,587	\$408,718	\$2,891,305
Solano Transportation Authority	\$312,902	\$2,660	\$315,562
Sonoma County Transportation Authority	\$644,505	\$11,650	\$656,155
<b>TOTAL</b>	<b>\$9,346,053</b>	<b>\$1,302,836</b>	<b>\$10,648,889</b>

*\*Based on funds available for reprogramming from prior-year CPM projects that were recently completed under budget or canceled, and interest earned.*



# CPM Funds Awarded in FYE 2017





# Recommendations

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## Recommend Board of Directors:

- Approve the allocation of new FYE 2018 TFCA CPM Funds listed in Table 1 totaling \$9,346,053; and
- Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for the total funds to be programmed in FYE 2018, listed in Table 1.



## **AGENDA: 6**

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Bay Area Air Quality Management District  
Mobile Source Committee

# Update on Regional Efforts to Deploy Electric Vehicles and Infrastructure

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May 25, 2017

Damian Breen  
Deputy Air Pollution Control Officer



# Overview

- Background
- Planning and Goals for Electric Vehicle Adoption
- Past Air District Efforts and Results
- Future Opportunities
- Next Steps

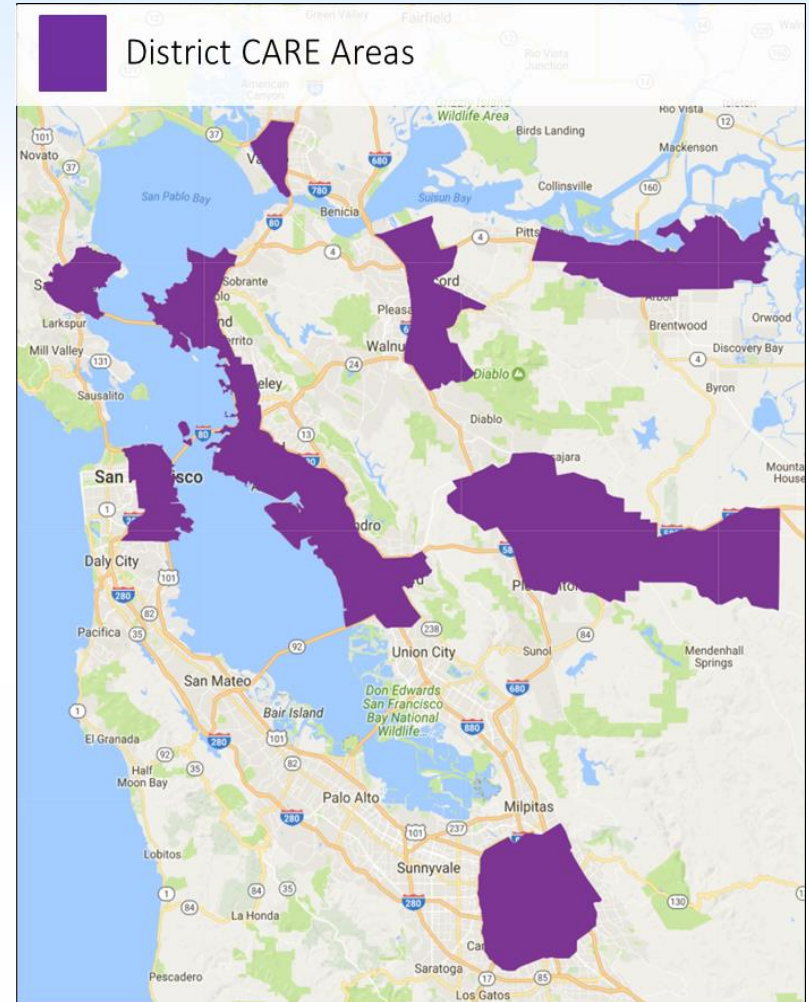






# Background

- Over 5.7 million on-road vehicles:
  - ✓ 40% of Criteria Pollutants
  - ✓ 36% of Greenhouse Gases
- Diesel particulate (PM) emissions disproportionality impact communities in closest proximity to highways
  - ✓ Emissions from on-road trucks responsible for 83% of cancer health risk in West Oakland





# Bay Area Electric Light-Duty Vehicle Adoption Goals 2020 - 2050



**2020:**

- 110,000 EVs (Bay Area)

**2025:**

- 247,000 EVs (Bay Area)
- 1.5 M EVs (Statewide)

**2050:**

- 90% of fleet (Bay Area)



# Air District Investment in Electric Vehicle Technologies 2011 – 2016: \$60 Million



### Plug-in Electric Vehicles

- 1,561 Cars
- 172 Heavy Duty Trucks & Buses
- 99 Shared Autonomous Vehicles



### Charging Infrastructure

- 1,041 Level 2 & 53 DC Fast
- Over 1400 Residential Chargers



### Shore Power

- 14 Berths at the Port of Oakland



### Off-Road Equipment

- 81 Ground Support Equipment at SFO
- 121 Lawn & Garden Engines

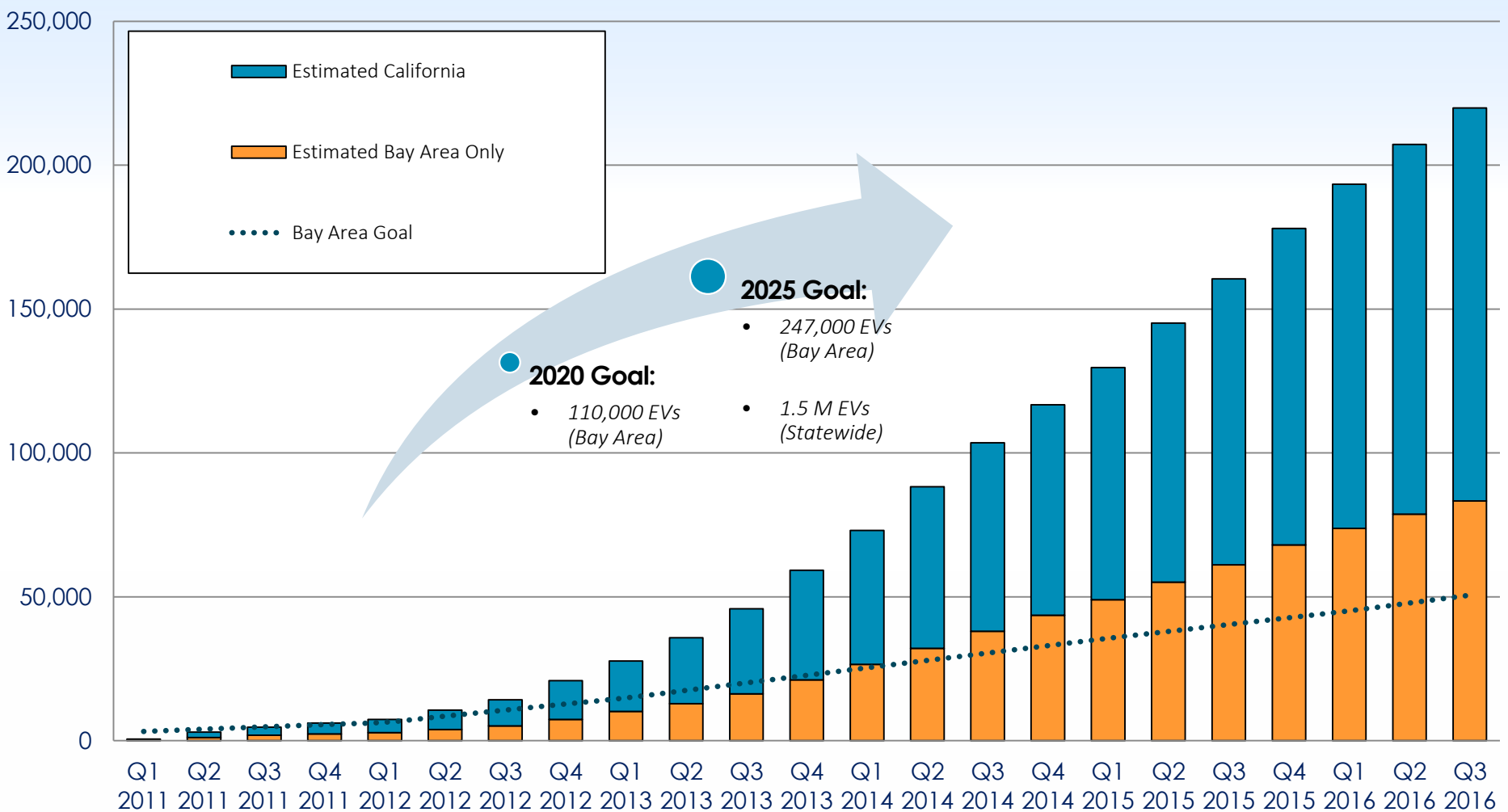


### Rail/ Caltrain

- Electrify engines and 51+ miles of track
- 75% Electric by 2020, 100% by 2040

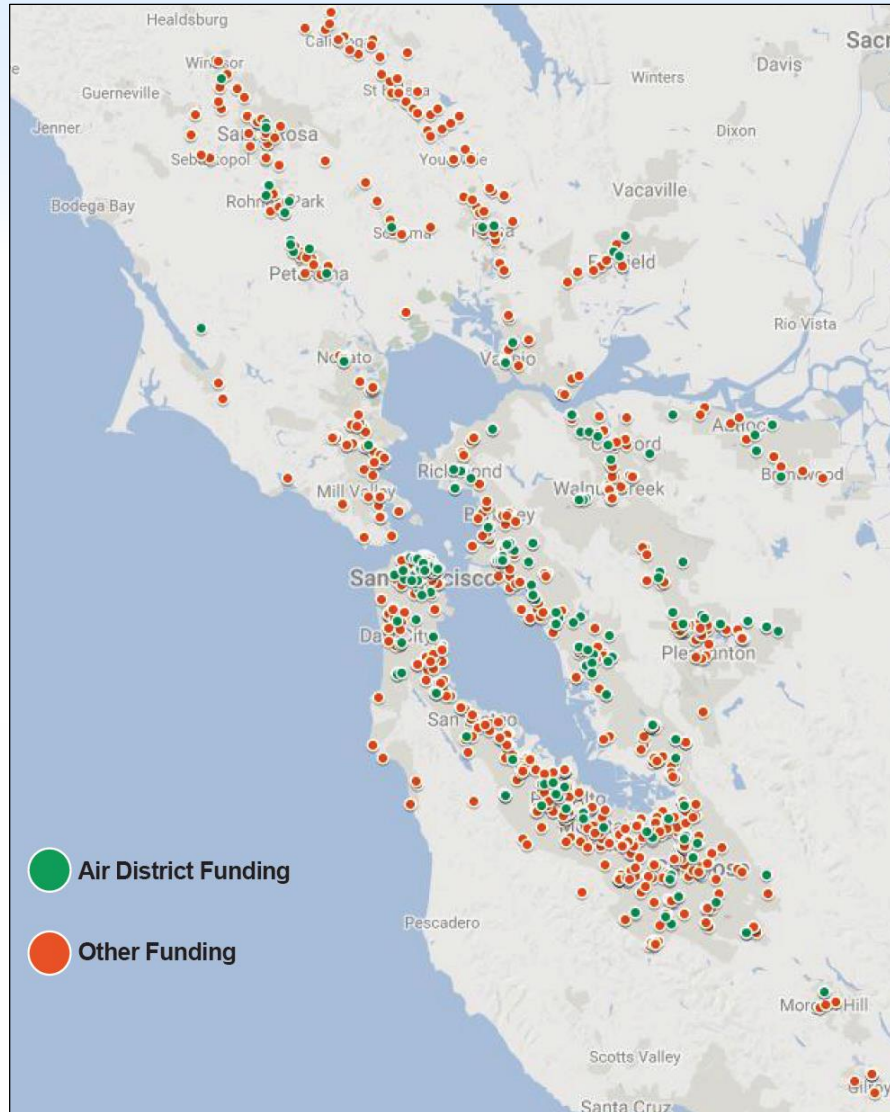


# Adoption of Electric Vehicles in Bay Area and California: 2011 – 2016

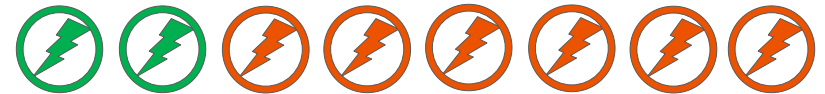




# Bay Area Public Charging Network



4,400+ Public Stations



24% Received Air District Funding





# New Air District Funding for Electric Vehicles

\$27.2 million available through June 30, 2018

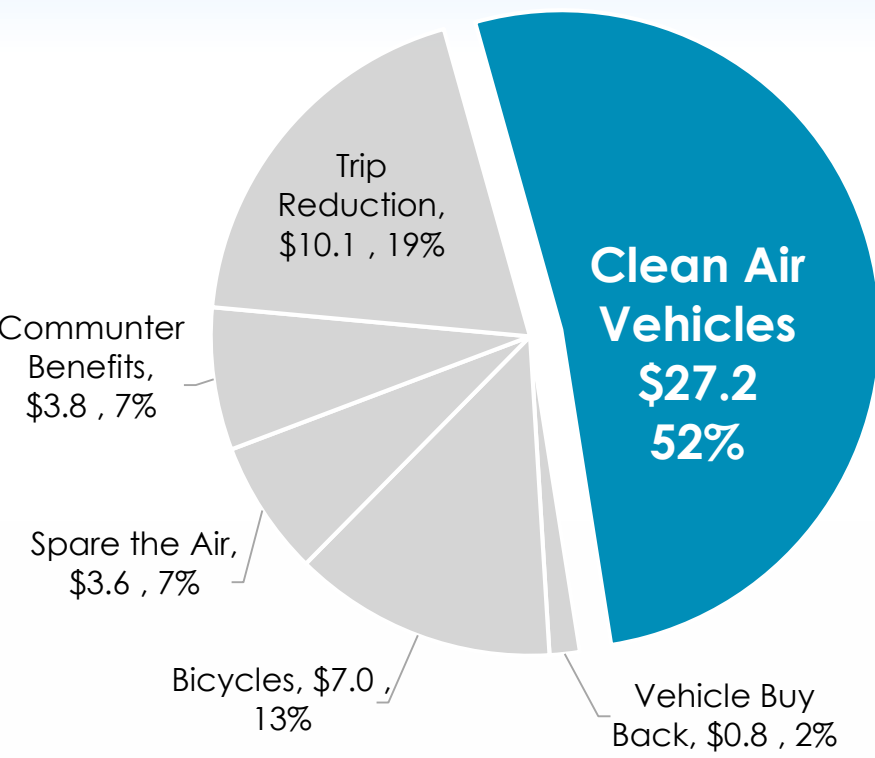
Infrastructure

Vehicles



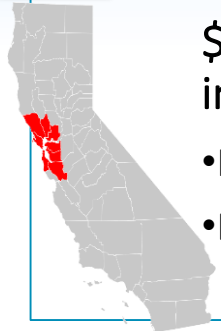
- Charge!**
- ✓ Apartments
  - ✓ Workplaces
  - ✓ Transit Agencies
  - ✓ Key Destinations

**Light- and heavy duty fleets**



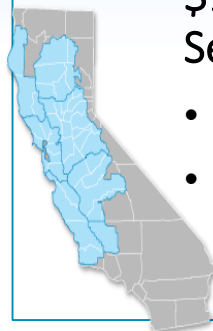


# Future Investments in Electric Vehicle Technology



**\$27.2 Million through June 30, 2018 in Bay Area**

- Infrastructure & Vehicles
- Education and Outreach



**\$130 Million over 3 years in PG&E Service Area**

- Infrastructure & Vehicles
- Proposed additional Medium – and Heavy – Duty & DC Fast Charger programs



**\$800 Million over 10 years throughout California**

- Infrastructure and Education
- “Green City” initiatives



**\$695 Million over 10 years throughout California**

- Cap & Trade
- Zero-emission vehicles and infrastructure
- Pilot Programs



# PG&E's Light-Duty EV Charge Network

- \$130 million over three years
- Install up to 7,500 Level 2 charging stations at
  - ✓ Workplaces
  - ✓ Multi-unit dwellings
  - ✓ 20% commitment to Disadvantaged Communities
- Site hosts choose equipment from approved list
  - ✓ Turnkey make-ready installation by PG&E, optional utility ownership of charger
- Schedule to open Fall 2017

## Program enrollment process:



Info & Application



Approval



Design & Contracting



Final Approvals



Construction

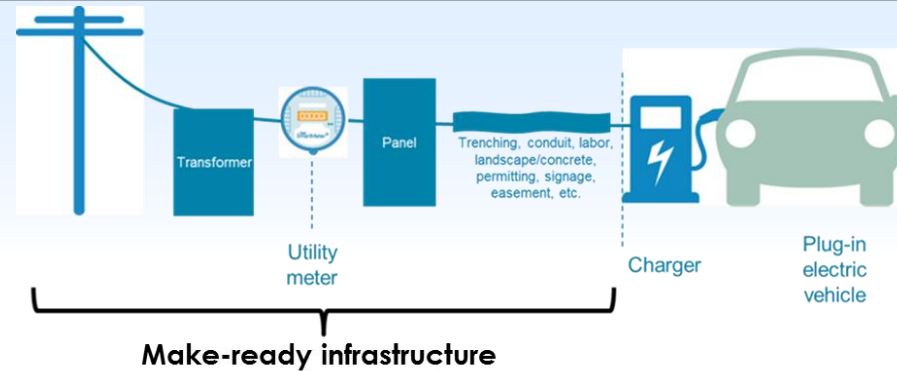


Activation





# PG&E Proposed Programs



## Fleet Ready: \$211M; 5 years

- Make-ready infrastructure for non-light-duty fleets (e.g. delivery vans, transit buses, forklifts, truck refrigeration)
- Program sized to meet forecasted adoption
- Additional incentives for disadvantaged communities, school and transit buses

## Fast Charge: \$22M; 5 years

- 50+ plazas for DC Fast Charging; utility provides make-ready infrastructure
- Corridor and urban sites
- Plan for variety of power requirements (50 – 350 kW)
- Additional incentives for disadvantaged communities

## Priority Review: \$20M; 1 year

- Home-charger information toolset
- MD/HD fleet demonstration
- Idle reduction demonstration
- School bus over-generation demo.
- Open RFP for projects



# Comparison of Utility Infrastructure Programs



Priority review

- Dealership incentives to increase EV adoption (\$1.8M)
- DCFC & L2 for Caltrans park-n-rides (\$4M)
- DCFC installations, rate and rebate to enable electric taxis ride-share, and shuttles (\$3.5)
- Port of San Diego Electrification (\$2.4M)
- Fleet delivery hub electrification (\$3.7M)
- Airport ground service equipment electrification (\$2.8M)

- Home charger information resource (\$1.8M)
- Medium-duty customer demonstration (\$3.4M)
- Idle-reduction customer demonstration (\$3.4M)
- School bus excess supply price signal (\$3.4M)
- Open RFP to consider additional TE projects (\$8.2M)

- Residential make-ready installations (\$4M)
- EV ride-share driver reward (\$4M)
- DC Fast Charger cluster make-readies in urban areas (\$4M)
- Transit bus make-ready installations (\$4M)
- Port of Long Beach rubber tired gantry/tractor electrification (\$3.5)

Standard review

- SDG&E owned residential charging installations with VGI rate (\$226M)

- Fleet Ready Program: Make-ready for non-light-duty (\$211M)
- DC Fast Charger make-ready program (\$22.4M)

- Medium and heavy-duty make-ready infrastructure (\$554)
- Commercial EV Rate without demand chargers

**\$244M**

**\$253M**

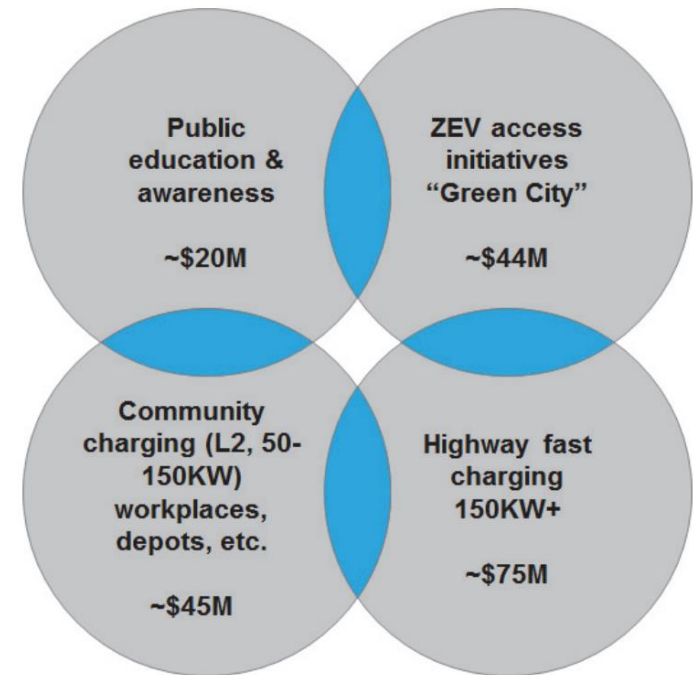
**\$573M**



# Volkswagen Electrify America

Cycle 1 (Q1 2017 – Q2 2019)	Cycle 2 (Q3 2019 – Q4 2021)	Cycle 3 (Q1 2022 – Q2 2024)	Cycle 4 (Q3 2024 – Q4 2026)	Full 10 years
\$200M	\$200M	\$200M	\$200M	\$800M

- Settlement of diesel emissions cheating suit
- \$2 Billion total program, \$800 million in CA
- Investments in Infrastructure and Education over 10 years (4 cycles)
- Focus on San Francisco and San Jose metro areas
- More information: [www.ElectrifyAmerica.com](http://www.ElectrifyAmerica.com)





# Air District Next Steps

- Continue to *collaborate with local stakeholders & conduct multi-year grant programs* to further support electric vehicle adoption:
  - ✓ Heavy-duty and light-duty fleets
  - ✓ Infrastructure at multi-dwelling units, workplaces, transit centers, and key destinations and next generation faster-charging network
  - ✓ Education and outreach
- Continue to *proactively seek out additional sources of funding and leverage District funds*:
  - ✓ With PG&E on projects at the Port of Oakland
  - ✓ With Volkswagen on Bay Area Infrastructure Deployment
  - ✓ With ARB and CEC