



AGENDA: 3

Bay Area Air Quality Management District
Mobile Source Committee

Projects and Contracts with Proposed Grant Awards Over \$100,000

May 24, 2018

Michael Neward
Staff Specialist



Overview

- Background
- Proposed projects with awards over \$100,000
- Recommendations



Background: CMP & MSIF

❖ Carl Moyer Program (CMP)

- Created in 1998 to reduce emissions from heavy-duty engines
- Voluntary program that funds surplus emission reductions

❖ Mobile Source Incentive Fund (MSIF)

- AB 923 allowed for additional \$2 motor vehicle registration fee surcharge (12/04)
- CMP and Lower Emission School Bus Program (LESBP) projects eligible for MSIF funding



Background: AB 134

❖ Community Health Protection Grant Program (AB 134)

- AB 134 appropriated \$250 million from the Greenhouse Gas Reduction Fund (GGRF) to reduce mobile source emissions including criteria pollutants, toxic air contaminants, and greenhouse gases in AB 617 communities
- Bay Area was allocated \$50 million of these funds for emission reduction projects under the CMP, and optionally under the Proposition 1B Goods Movement Emission Reduction Program



Background: TFCA

❖ Transportation Fund for Clean Air (TFCA)

- Statutory authority set forth in California Health and Safety Code Sections 44241 and 44242
- Funding provided by a \$4 surcharge on motor vehicles
 - ✓ 60% of TFCA funds awarded directly by the Air District
 - ✓ Remaining 40% is distributed to the 9-Bay Area Congestion Management Agencies



CMP/MSIF, Community Health Protection Grant Program

❖ On 3/1/17 Air District Board of Directors:

- Approved participation in CMP Year 19
- Authorized Executive Officer/APCO to execute contracts and amendments with grant awards up to \$100,000

❖ On 12/20/17 Air District Board of Directors:

- Approved acceptance of \$50 M in AB 134 funding for the Community Health Protection Grant Program



CMP/MSIF, Community Health Protection Grant Program

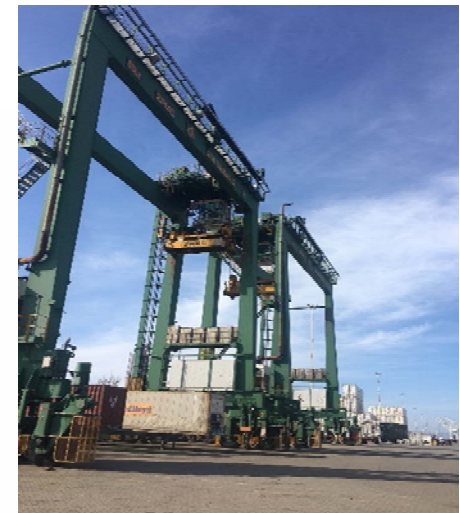
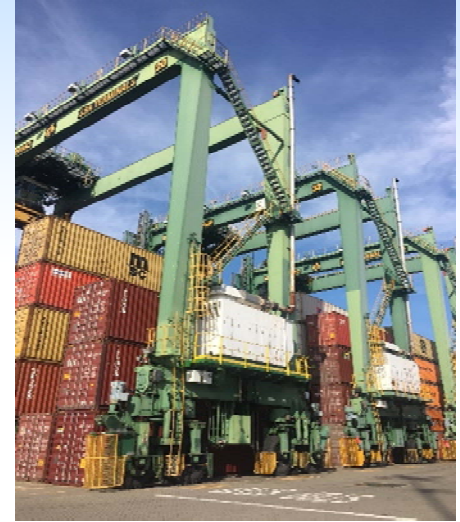
❖ CMP Project Recommendations over \$100k:

- Seven projects to reduce emissions from 3 school buses, 7 pieces of agricultural equipment, and 59 pieces of off-road equipment
- \$8,641,427 in total awards
- Emission reductions: over 54 Tons Per Year (TPY) of criteria pollutants



19MOY101 - SSA Terminals

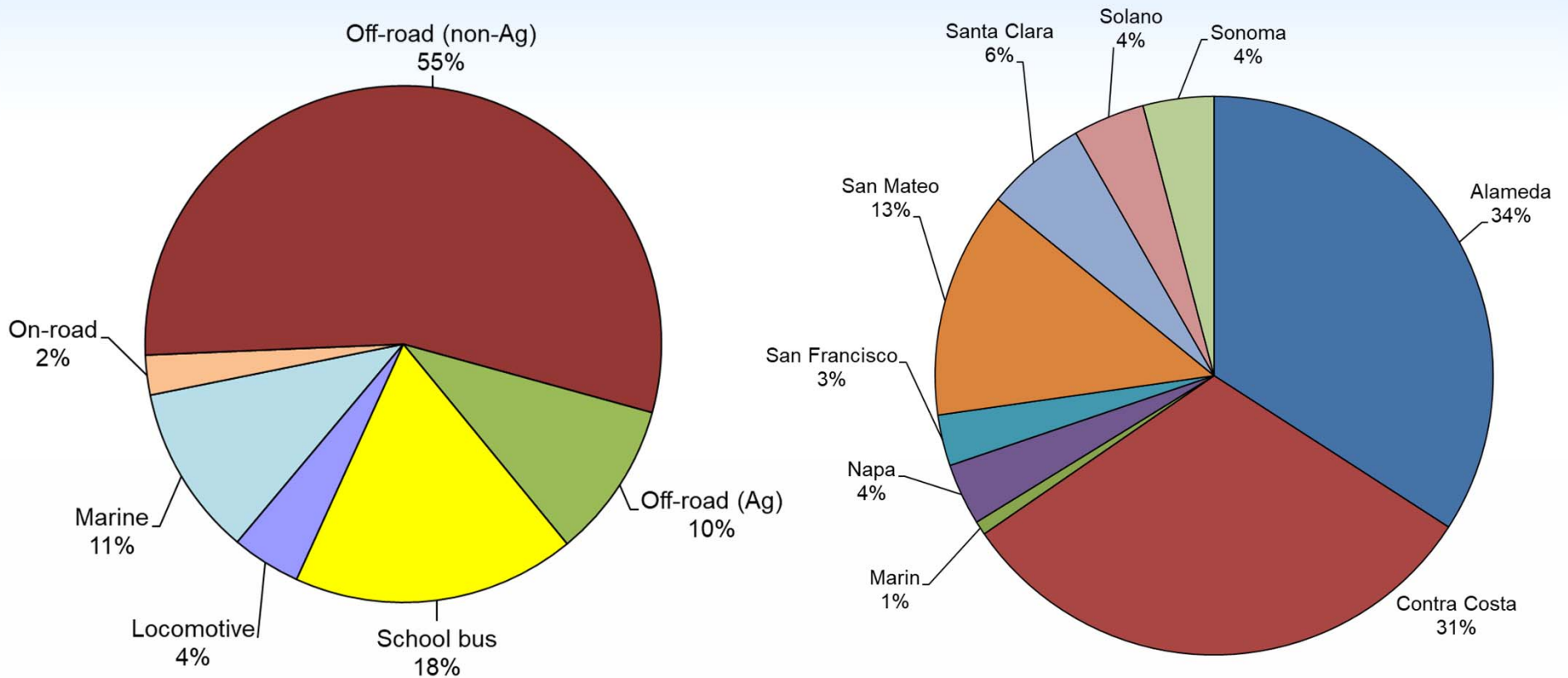
- ❖ Replacement of diesel engines in 13 Rubber Tired Gantry Cranes (RTG) with hybrid-electric engines at the Port of Oakland
- ❖ Total project cost: \$5,896,683
- ❖ Proposed grant award: \$5,011,500
- ❖ Estimated emissions reductions (TPY)
 - 43.3 NO_x, 2.4 ROG, 0.17 PM
- ❖ SSA also agrees to:
 - not seek additional Air District incentive funding
 - upgrade the funded RTGs to zero-emissions equipment by 12/31/30 if feasible
 - promote the future deployment of technologically and operationally feasible e-CHE at the Port





CMP/MSIF, Community Health Protection Grant Program Funds

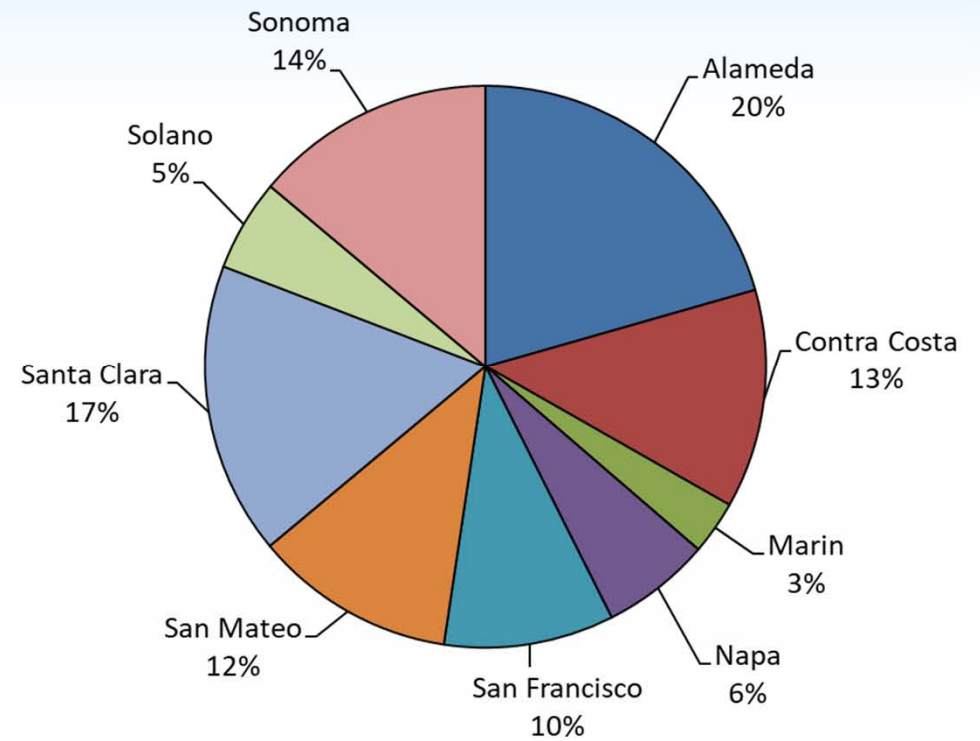
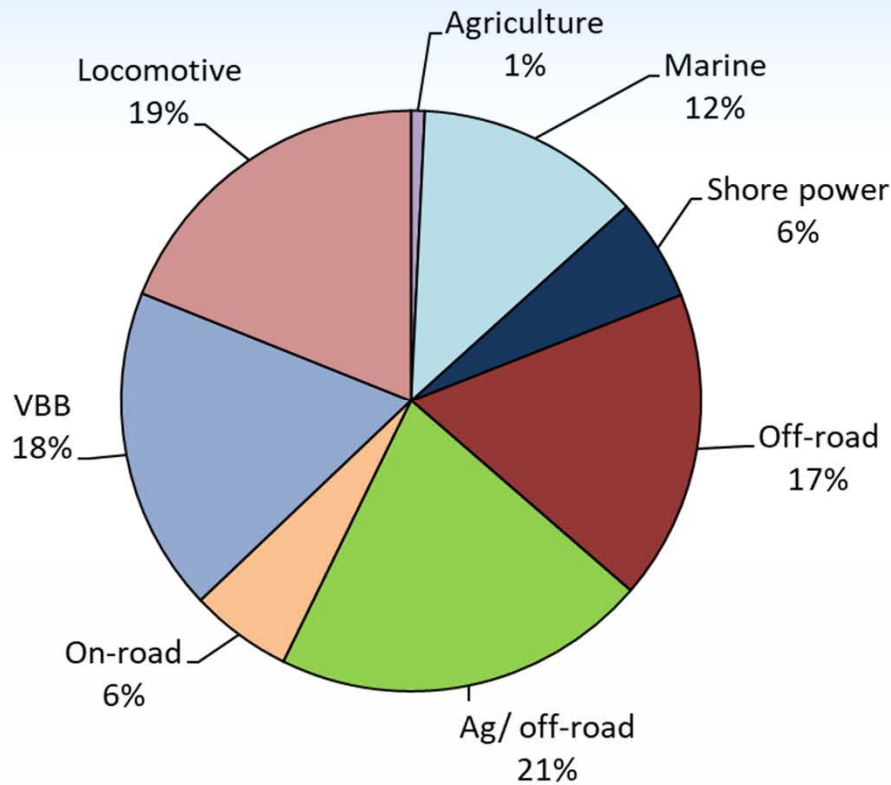
Awarded as of 5/4/18





CMP/MSIF, Community Health Protection Grant Program Funds

Awarded since 2009





❖ Board approval of FYE 2018 TFCA Program

- 4/19/17 – Authorized Executive Officer/APCO to execute contracts and amendments with grant awards up to \$100,000 and allocation of \$29.24 million in TFCA funds
- 8/2/17 - Adopted policies and evaluation criteria

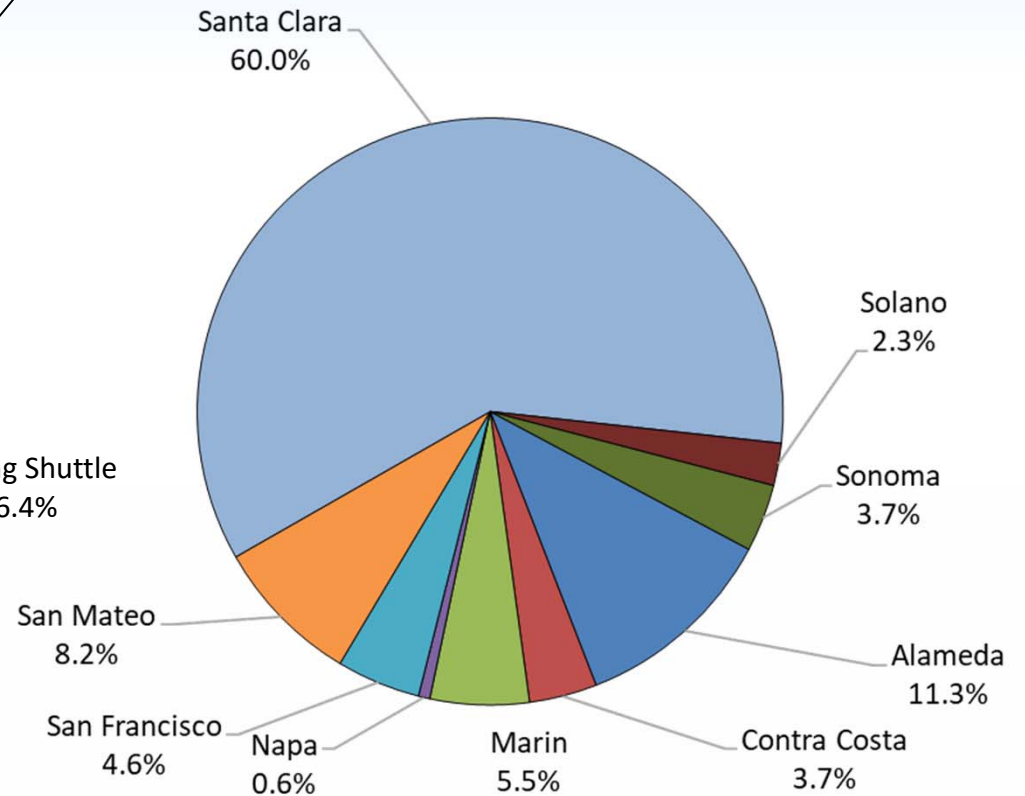
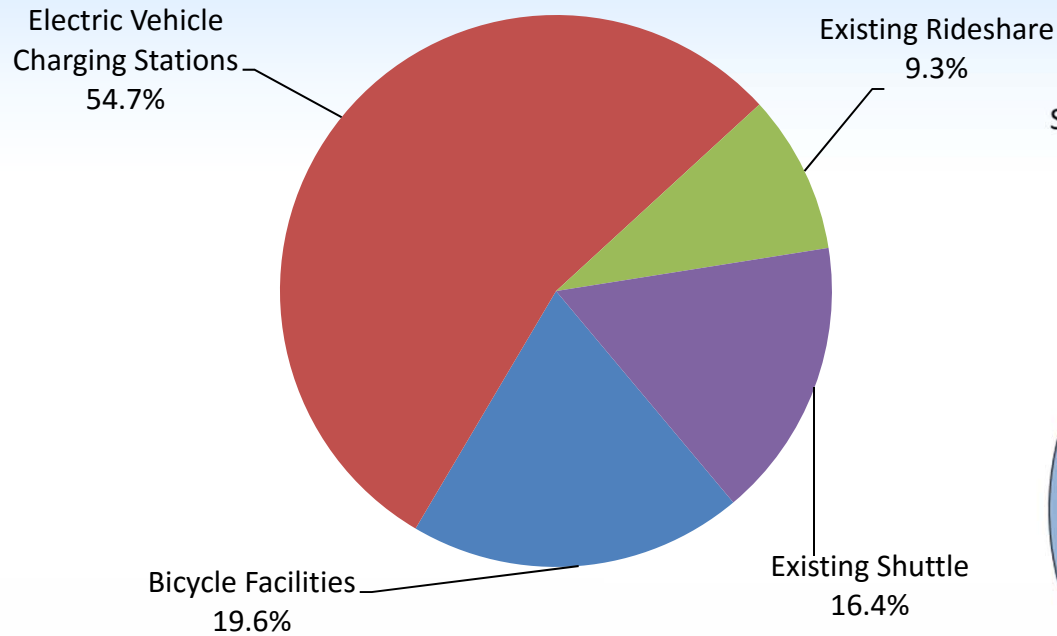
❖ TFCA project recommendations over \$100k:

- Six projects to install 72 dual-port Level 2 charging stations with solar and 4.17 miles of bikeways
- Proposed total award: \$1,196,371
- Emission reductions: ~0.76 TPY of criteria pollutants



TFCA Funds Awarded by Project Category and by County (For eligible projects evaluated between 7/1/17 and 5/4/18)

Total = \$12.15 M (out of \$29.24 M)





Recommendations

Recommend the Board of Directors:

1. Approve Carl Moyer Program and Transportation Fund for Clean Air projects with proposed grant awards over \$100,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.



AGENDA: 4

Bay Area Air Quality Management District
Mobile Source Committee

Fiscal Year Ending (FYE) 2019 Transportation Fund for Clean Air (TFCFA) Regional Fund Policies & Evaluation Criteria

May 24, 2018

Ken Mak
Acting Supervisor



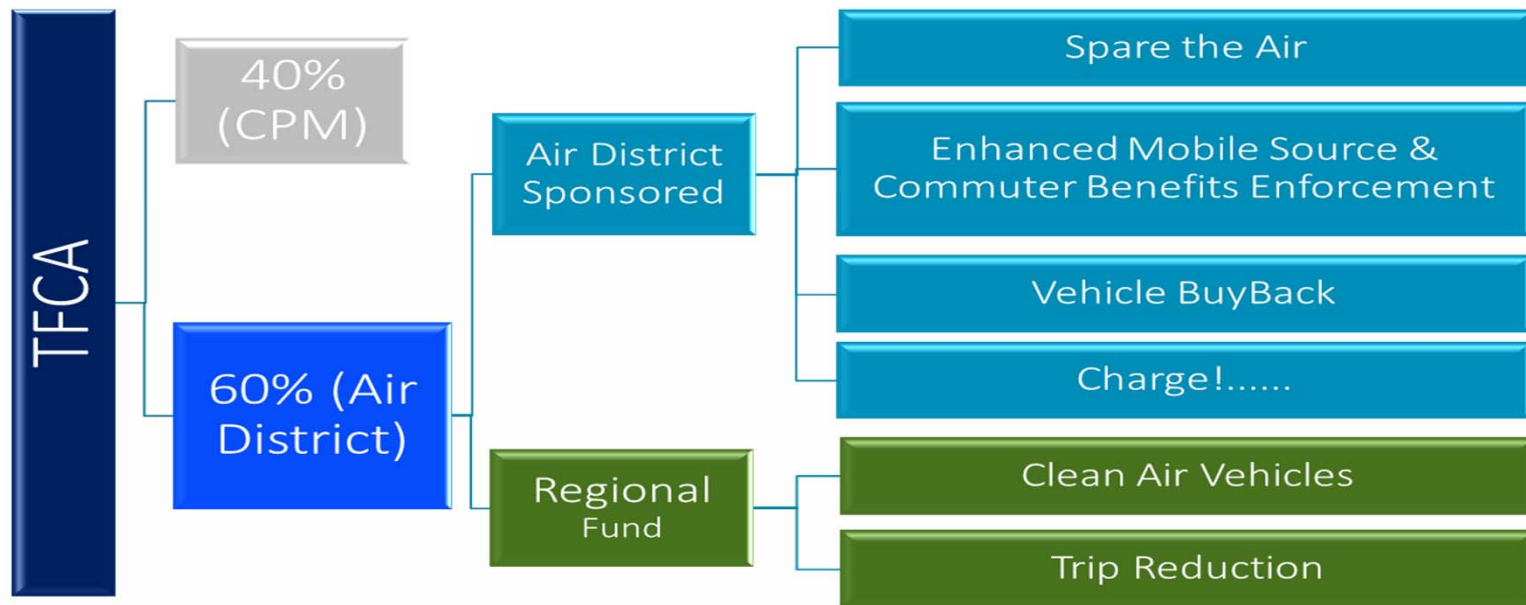
Overview

- ❖ Background on TFCA
- ❖ Fiscal Year Ending 2019 TFCA Timeline
- ❖ Proposed Updates to TFCA Policies for FYE 2019
 - Public Input
 - General and Project Specific Updates
- ❖ Recommendations



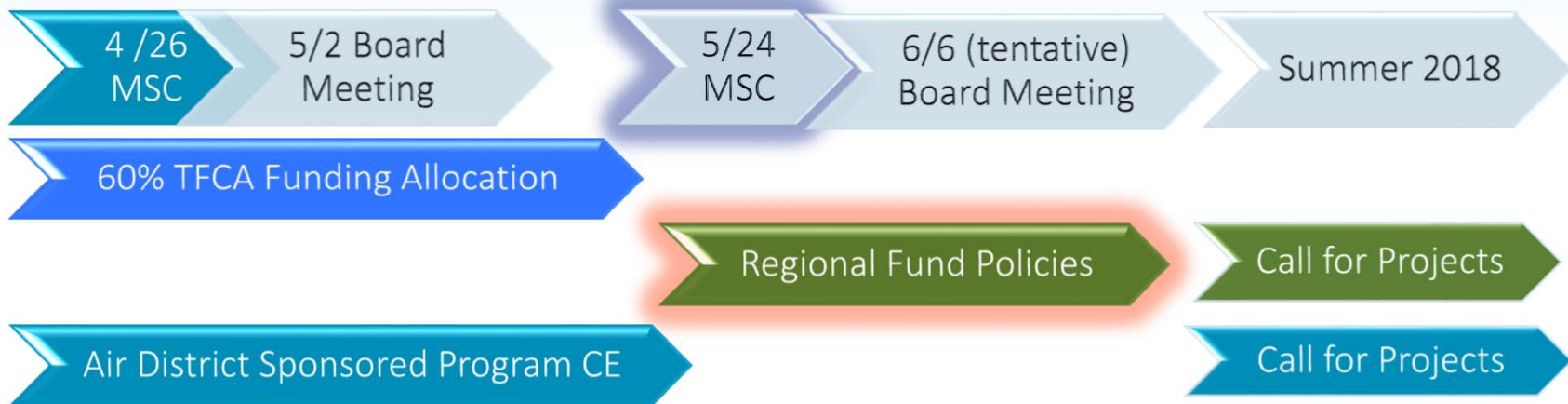
Transportation Fund for Clean Air (TFCA) Background

- ❖ Established in 1991 to fund projects to reduce on-road motor vehicle emissions
- ❖ Funded by \$4 motor vehicle registration fee surcharge
- ❖ Statutory authority of TFCA are set forth in California Health and Safety Code Sections 44241 and 44242
- ❖ Air District's Board of Directors (Board) allocates funding and updates policies, cost-effectiveness (C-E) criteria annually





FYE 2019 TFCA Timeline





Public Input Process

Public Comment Period: February 14 to April 9, 2018

- ❖ Email notifications sent to 2,000+ stakeholders
- ❖ Three online public webinars held:
 - *February 28, March 8, and March 28*
- ❖ Additional meetings with CMAs and current project sponsors of Existing Shuttle and Ridesharing Program
- ❖ Six sets of comments received (Attachment C)



Proposed Updates

General Policies

Policy #11: In Compliance with Air Quality Regulations

- ❖ Clarification on requirement: applicants who are in compliance with air quality regulations but have pending litigation or unpaid civil penalties may be eligible for funding, following a review and approval by the Air District





Proposed Updates

Project Specific Policies

Policy #22: On-Road Truck and Bus Replacements

- ❖ Allow bus replacement projects in addition to trucks



Policy #23: Light- and Medium-Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets

- ❖ Clarify that zero-emission motorcycle and medium-duty vehicle ($\leq 14,000$ lbs) projects are eligible
- ❖ New provision to provide additional funds for scrapping of older vehicles
- ❖ Provide up to 100% of funds for infrastructure (up from 50%)





Proposed Updates

Project Specific Policies (continued)

Policy #24: Heavy-Duty Zero- and Partial-Zero-Emission Vehicles

- ❖ Revise provision of scrapping of older vehicles for flexibility with different weight classes
- ❖ Provide up to 100% of funds for infrastructure (up from 50%)

Policy #28: Existing Shuttle/Feeder Bus Services

- ❖ Clarify that project total cost does not include administrative cost





Proposed Updates

Project Specific Policies (continued)

Policy #29: Pilot Trip Reduction

- ❖ Remove the mandatory pre-application workshop requirement from policies

Policy #31: Electronic Bicycle Lockers

- ❖ Remove the definition of costs that are eligible for use as matching funds to avoid confusion



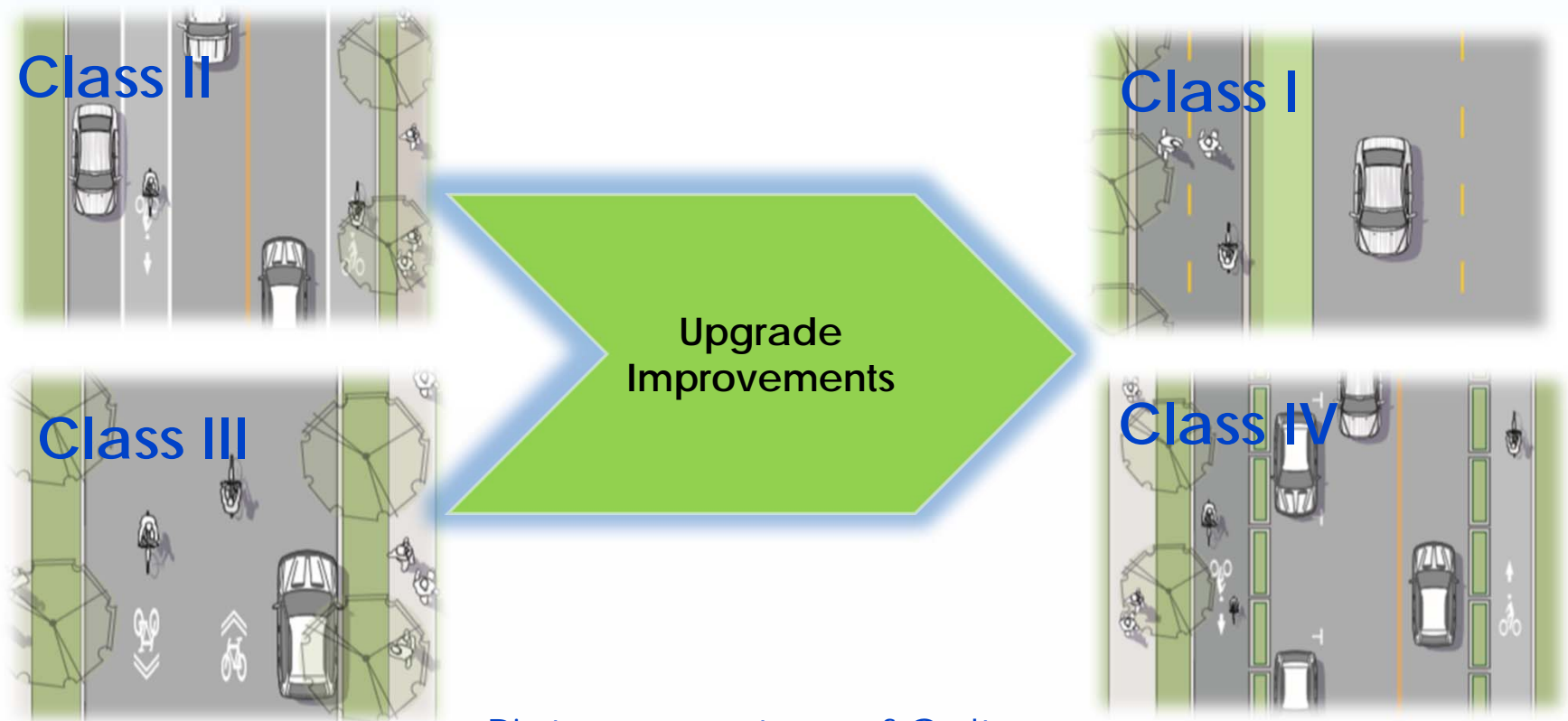


Proposed Updates

Project Specific Policies (continued)

Policy #32: Bikeways

- ❖ Allow for projects that upgrade improvements from Class II or III to completely separated Class I or projected Class IV bikeways



Pictures courtesy of Caltrans



Recommendations

Recommend the Board of Directors:

1. Approve the proposed FYE 2019 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A.

New Program: Clean and Electric Vehicle Adoption in Disadvantaged Communities



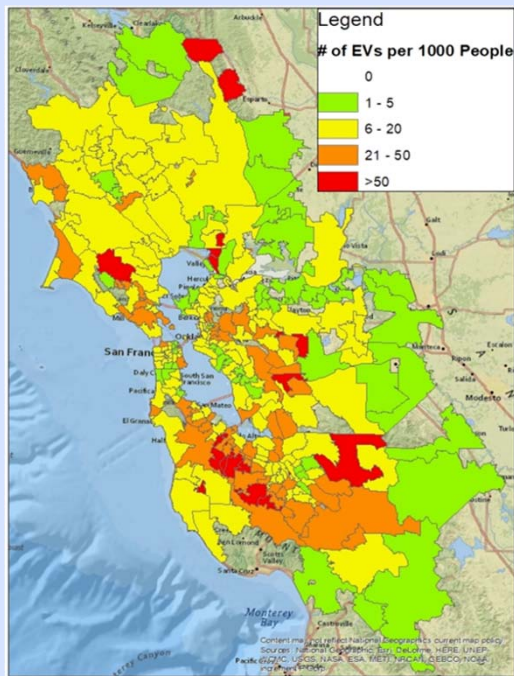
BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

May 24, 2018
Ranyee Chiang
Technology Implementation Officer

Outline

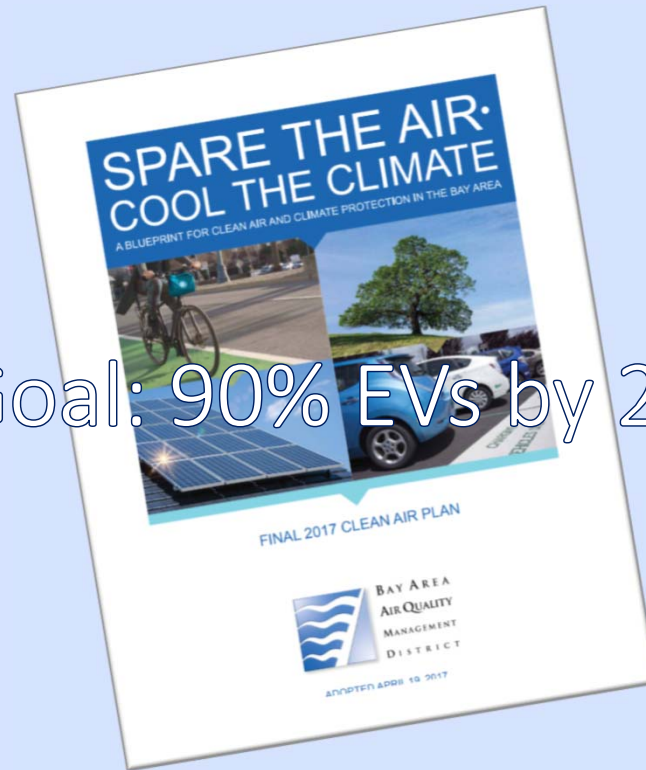
- Program Overview
- Eligibility
- Replacement Options and Funding Levels
- Consumer Outreach and Support
- Anticipated Challenges
- Next Steps

Expanding Electric Vehicle (EV) Adoption in Bay Area



TODAY

Goal: 90% EVs by 2050



2050?

Achieving Equitable Access to Clean Transportation and Technology

For Consumers



- Benefit from new technologies (e.g. fuel savings, lower maintenance, ride quality)
- Improve air quality in disadvantaged communities and across the Bay Area, aligned with AB 617

For Region & Climate



- Expand EV usage across the Bay Area, including expanded charging network
- Scale-up of EV market beyond early adopters
- Reduce demand and use of fossil fuels

Enhanced Fleet Modernization Program (EMFP) Plus-Up, aka "Clean Cars for All"



Low-income residents in environmentally disadvantaged areas who turn in older vehicle



Advanced Technology

- Hybrid, plug-in, or electric vehicle
- Purchase or lease
- 8 years old or newer



Alternative Transportation

- Clipper card
- Voucher for bike sharing, car-sharing, vanpooling

Enhanced Fleet Modernization Program (EMFP) Plus-Up, aka "Clean Cars for All"

- Funding from California Air Resources Board (\$5M over 2 years)
 - November 2017 - Board resolution to accept funding
 - March 2018 - Agreement with ARB executed

Rebates	\$4,250,000
Air District Administration (10%)	\$500,000
Additional Administration through Third Party (5%)	\$250,000

- Piloted over the last 3 years in San Joaquin Valley and South Coast Air Districts
 - <http://valleyair.org/grants/pass.htm>
 - <http://www.replaceyourride.com/>

Income Eligibility

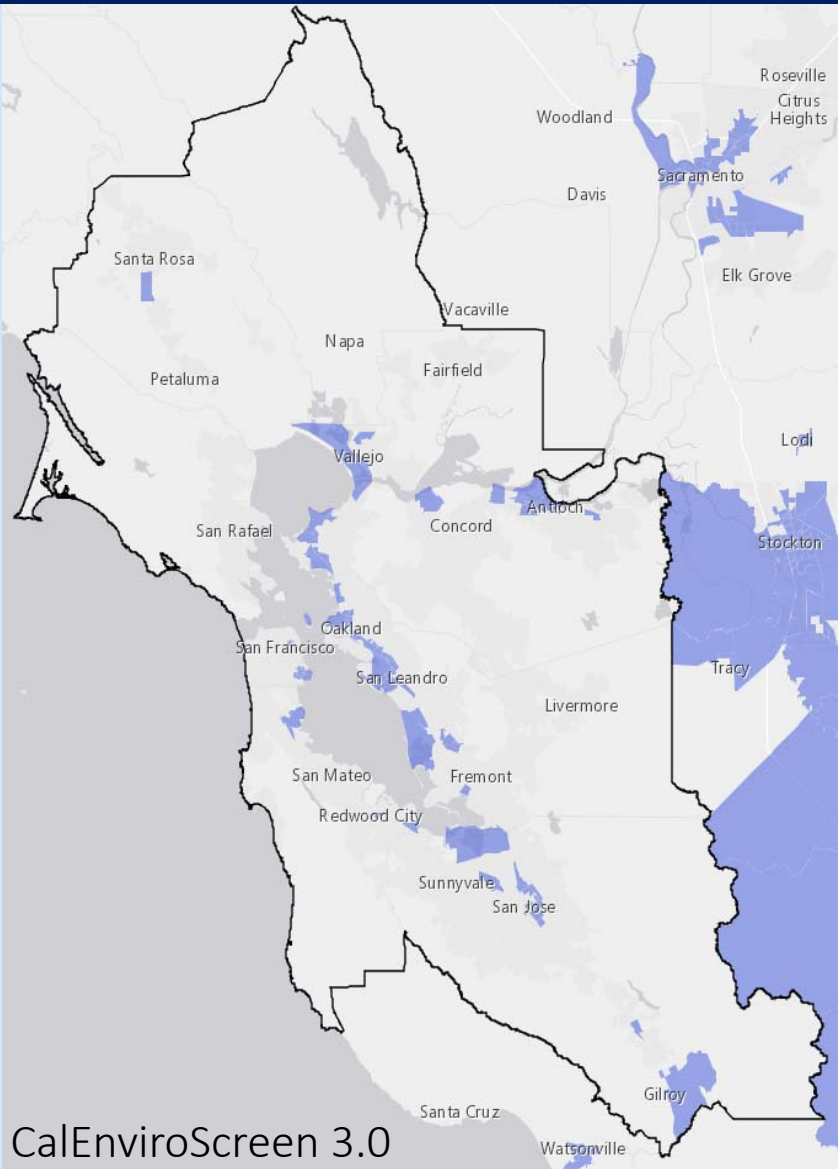
- Must have household income within 400% of the Federal Poverty Level (FPL)

Persons in Family/ Household	Low Income ≤225% FPL	Moderate Income ≤300% FPL	Above Moderate Income ≤400% FPL
1	\$27,315	\$36,420	\$48,560
2	\$37,035	\$49,380	\$65,840
3	\$46,755	\$62,340	\$83,120
4	\$56,475	\$75,300	\$100,400
5	\$66,195	\$88,260	\$117,680
6	\$75,915	\$101,220	\$134,960
7	\$85,635	\$114,180	\$152,240
8	\$95,355	\$127,140	\$169,520

Geographical Eligibility

Must reside in zip code containing a disadvantaged community census tract

Defined by ARB's Disadvantaged Community Investment Guidance



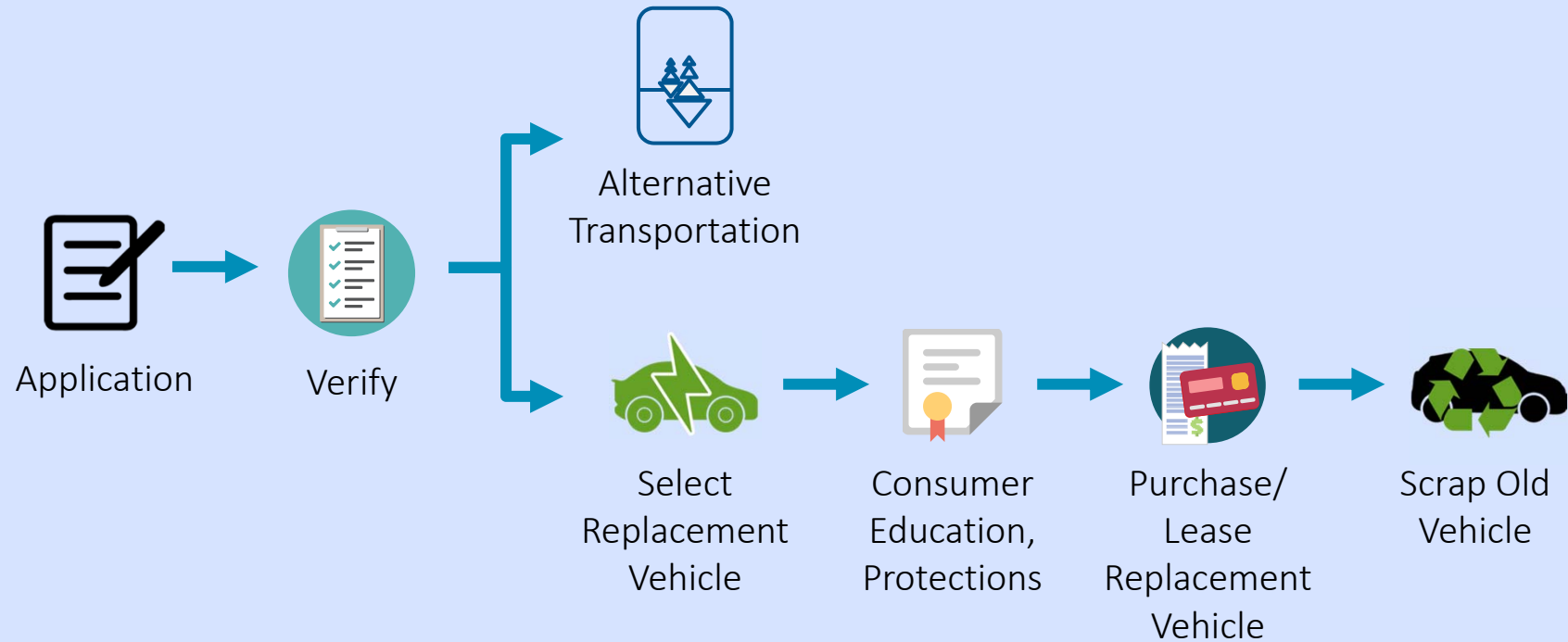
Replacement Options and Funding Levels

Income	Hybrid Electric Vehicle*		Plug-In Hybrid	Battery Electric Vehicle	Alternative Transportation Mobility Options
	20+ MPG (Combined)	35+ MPG (Combined)			
Low Income ≤225% FPL	\$6,500	\$7,000	\$9,500	\$9,500 Plus \$2,000 for EVSE	\$4,500
Moderate Income ≤300% FPL	Not Available	\$5,000	\$7,500	\$7,500 Plus \$2,000 for EVSE	\$3,500
Above Moderate Income ≤400% FPL	Not Available	Not Available	\$5,500	\$5,500 Plus \$2,000 for EVSE	\$2,500

*Only available for purchased vehicles

EVSE: Electric Vehicle Supply Equipment, charging infrastructure

Application Process



Case Managers, Website, and Application Management System to support applicants and program staff throughout entire process

Consumer Outreach and Support

Targeted Outreach

- Workshops and mailers targeting low-income residents in disadvantaged communities
- Education about advanced automotive technologies, recalls, battery warranties, consumer protections, and vehicle maintenance

Transaction Assistance

- Provide support for application submission, vehicle selection, financial literacy
- Partner with financial institutions to provide low cost loans

Consumer Protection

- Strict guidelines with partner dealerships
- Connect applicants with organizations that offer credit counseling support
- Systems to protect consumer data

Anticipated Challenges and Mitigation Strategies

Challenging document and application requirements from ARB

Provide one-on-one case manager support throughout application process

Additional financing needed by consumers

Partner with clean vehicle financing pilots, community development banks for low-interest loans

Application system and website development

Adapt systems that have already been developed

Interest in program is greater than funding available

Discuss with ARB about additional funding through Cap and Trade auction proceeds

Limited funds available for program administration

Leverage other funding sources

Availability of charging infrastructure

Coordinate with Air District's Charge! Program, PG&E, Electrify America, etc

Next Steps

Set up components required for opening program to the public

Application & Website



Case Managers



Partnerships

with dealers, scrappers, alternative transportation, financial institutions



Engagement

with stakeholders in disadvantaged communities

