



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 5

Projects and Contracts with Proposed Awards over \$500,000

**Mobile Source and Climate Impacts Committee Meeting
October 27, 2022**

**Kenneth Mak, Supervising Staff Specialist
Strategic Incentives Division**

kmak@baaqmd.gov

Presentation Outcome



Action item *for the Committee to consider recommending the Board of Directors:*

1. Approve recommended projects with proposed grant awards over \$500,000 as shown in Attachment 1; and
2. Authorize the Interim Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.

Presentation Outline



- Background
- Proposed projects with awards over \$500,000
- Status of incentive funding
 - Revenue sources
 - Community benefits & project locations
- Recommendations

CMP/MSIF, CAPP, and FARMER



Carl Moyer
Program
(CMP)

Funding Agricultural
Replacement Measures
for Emission
Reductions **(FARMER)**

Community Air
Protection Program
(CAPP)

Mobile Source
Incentive
Fund
(MSIF)

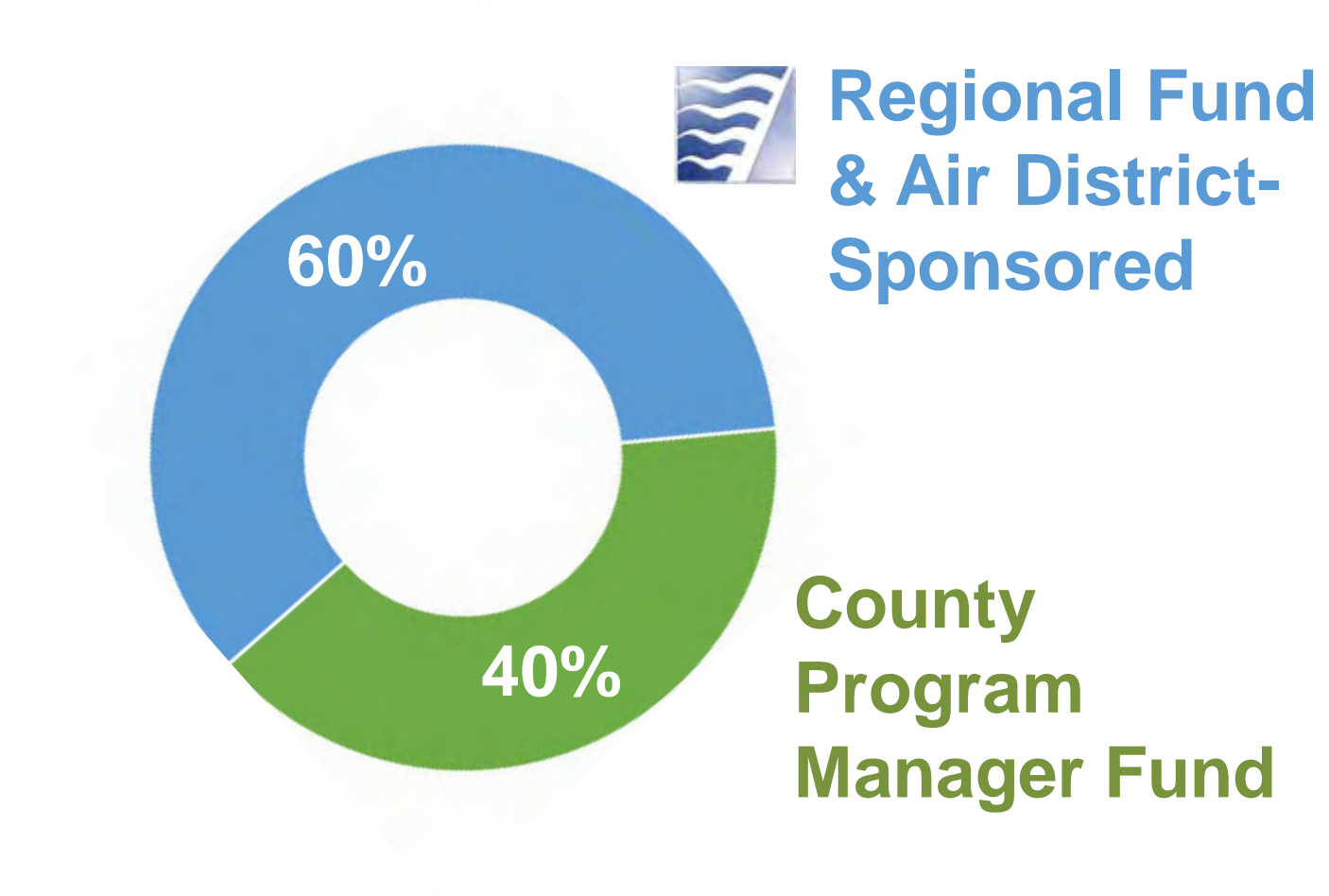
California Air Resources Board
\$76 million

DMV Fees
\$12 million

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



Proposed Projects



Recommend \$2,687,000 in awards for two projects:

- Replacing 6 diesel school buses with electric school buses
- Installing 12 EV charging units

Emissions Reductions

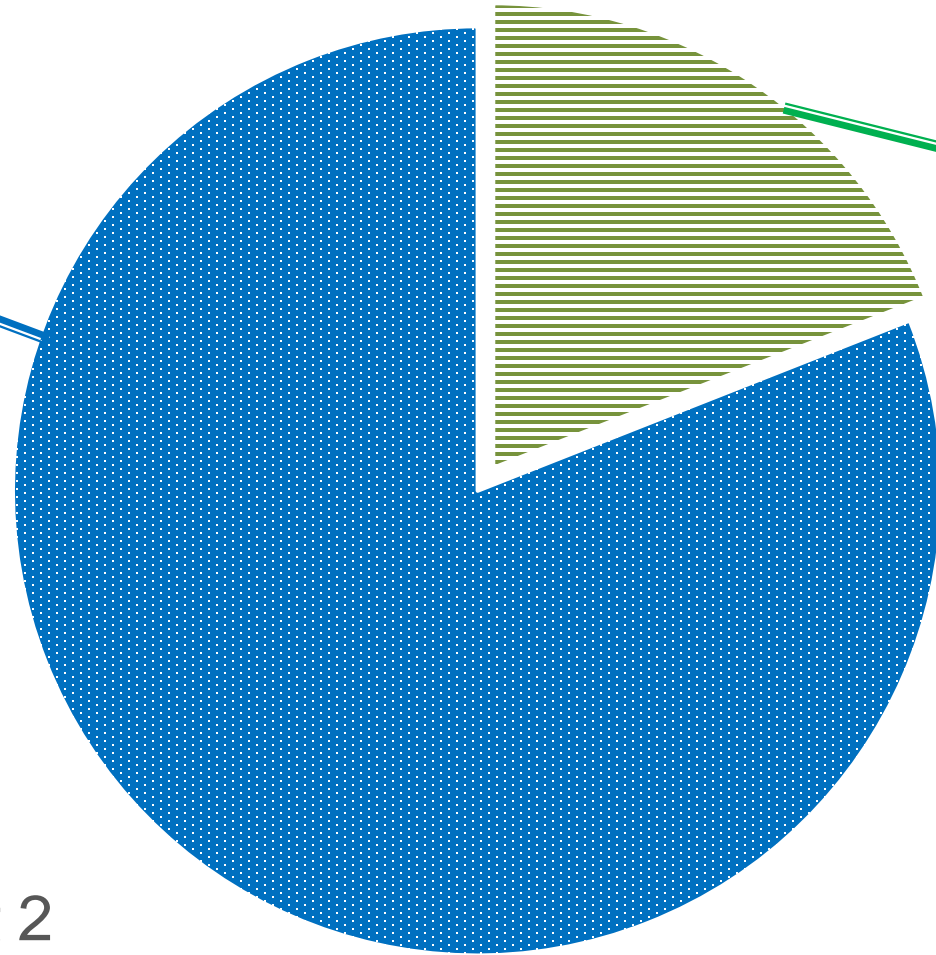
- Over 0.7 tons per year of criteria pollutants



Incentive Funds Awarded & Remaining since July 2022



\$94.8 Million
Available
to Award



\$22.3 Million
Awarded,
Allocated,
& Recommended

List of projects is
shown in Attachment 2

Updated as of 9/26/2022

Funds Awarded by Project Category Since July 2022 (in Millions)



Total = \$22.3 Million



Light-duty Infrastructure and Cars

Trucks & Buses

School Buses

Off-road Equipment

Marine & Rail

Trip Reduction

\$5.6

\$0.6

\$12.3

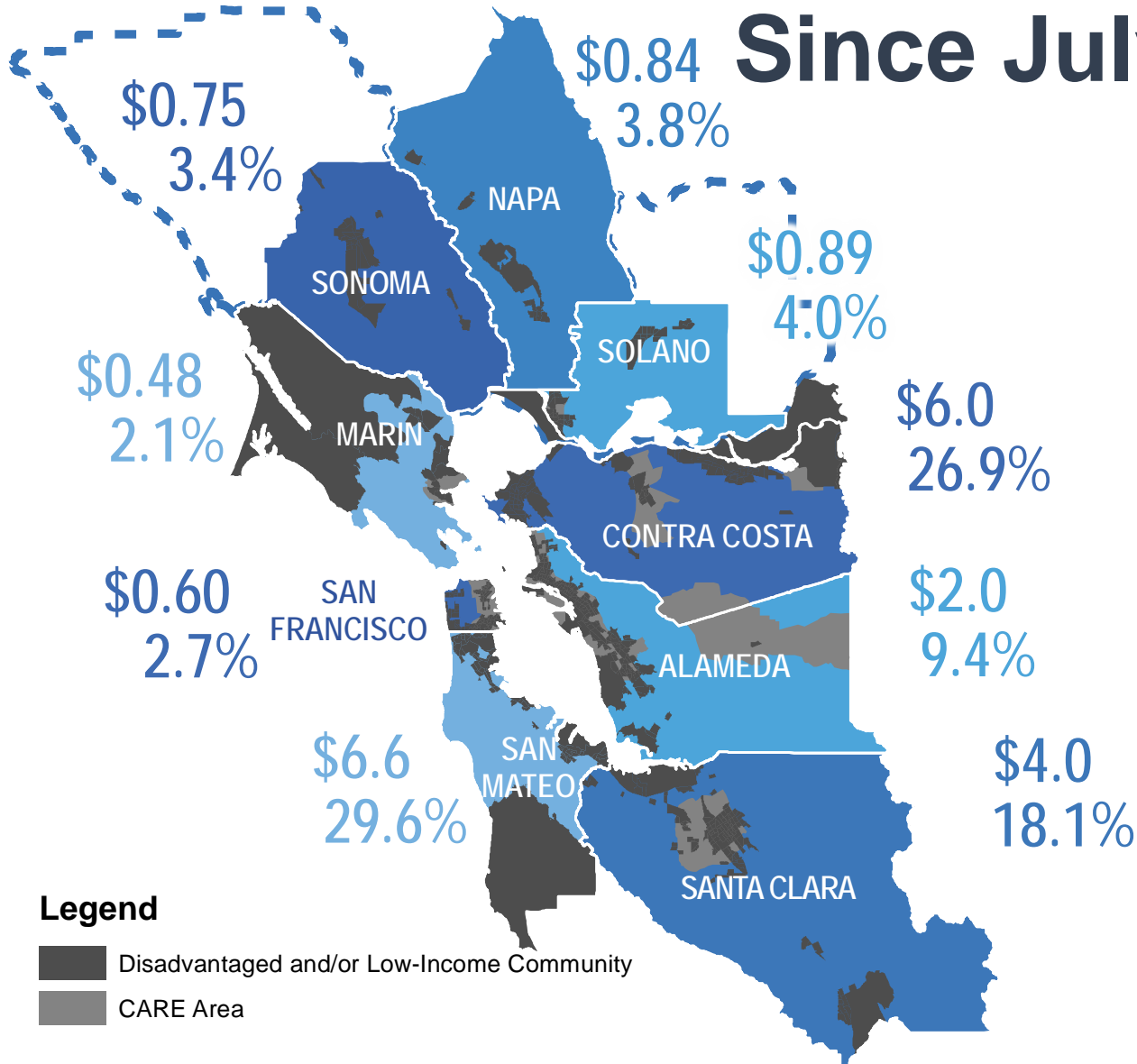
\$1.4

\$0

\$2.4

Updated as of 9/26/2022

Funds Awarded by County Since July 2022 (in Millions)



Total = \$22.3 Million*

* includes ~\$2M in regional grants not attributed to counties



> 95% to CARE areas, disadvantaged and low-income communities, and low-income residents

Updated as of 9/26/2022

Actions Requested



Action item *for the Committee to consider recommending the Board of Directors:*

1. Approve recommended projects with proposed grant awards over \$500,000 as shown in Attachment 1; and
2. Authorize the Interim Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.



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AGENDA: 6

Proposed Updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2024

**Mobile Source and Climate Impacts Committee Meeting
October 27, 2022**

**Linda Hui
Supervising Staff Specialist
lhui@baaqmd.gov**

Outcome



Action item for the Committee to consider recommending to the Board of Directors to approve the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2024 as shown in Attachment 1.

Outline



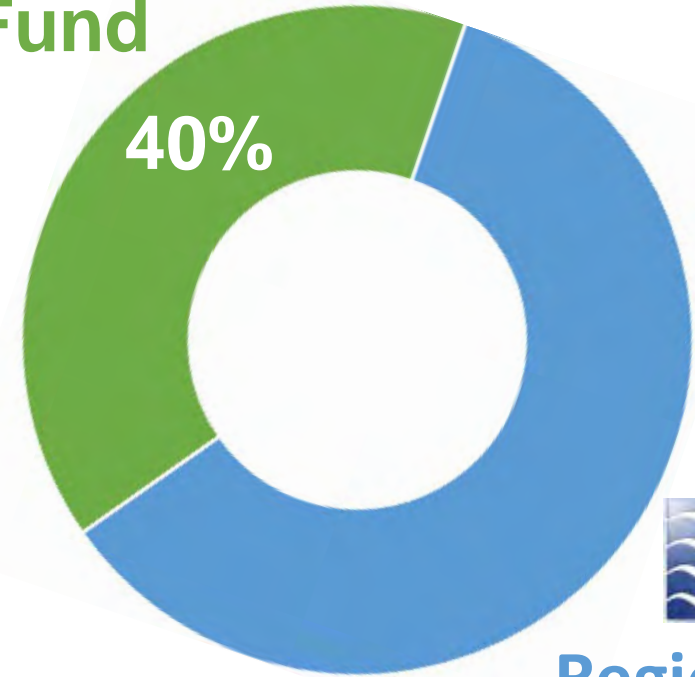
- Background
- Proposed updates to County Program Manager (CPM) Policies for Fiscal Year Ending (FYE) 2024
 - Outreach & public input process
 - Summary of proposed updates
 - Next steps
- Recommendations

Transportation Fund for Clean Air (TFCA)



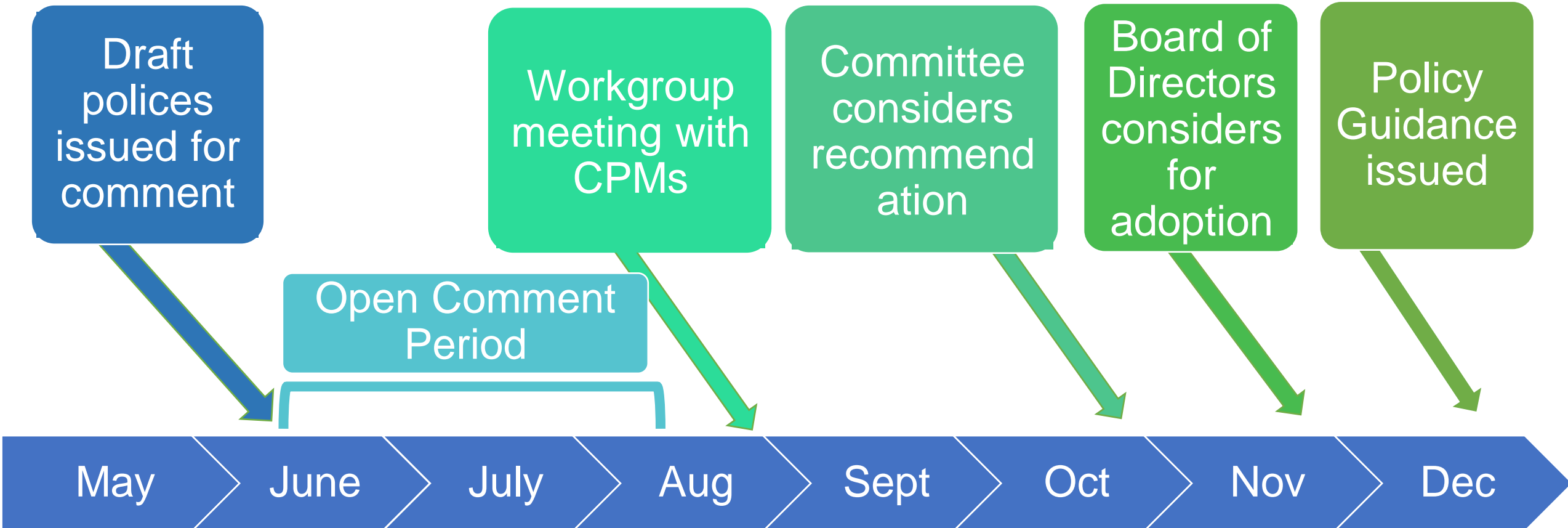
- ❖ TFCA funding authorized by State Legislature to help reduce on-road mobile source emissions
- ❖ \$4 motor vehicle registration surcharge fee with 40% of funds distributed to the 9 Bay Area congestion management agencies
- ❖ Staff brings updates to TFCA CPM policies to Air District Board annually for approval

County
Program
Manager
Fund



Regional
Fund

Timeline for Update to FYE 2024 Policies



Summary of Proposed Updates for FYE 2024 General Policies



- ❖ Increase and simplify the cost-effectiveness (C/E) threshold for *Existing First- and Last-Mile Connections* (policy #2).
- ❖ Move the environmental review language from *Bicycle Projects* (policy #30) and *Bike Share* (policy #31) to *Readiness* (policy #6).
- ❖ Remove *Arterial Management* (policy #32) project category to promote projects that have lengthier emission reduction benefits.

Next Steps for Future Cycles



Continue coordinating with CPMs on program refinements:

- ❖ Evaluate C/E limit for select project categories
- ❖ Review mechanisms for project administration
- ❖ Provide further guidance on evaluation of projects

Action Requested



Action item for the Committee to consider recommending to the Board of Directors to approve the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2024 as shown in Attachment 1.



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 7

Interstate 580 Truck Access Study Update

Mobile Source & Climate Impacts Committee
October 27, 2022

Phil Martien, PhD
Director
Assessment, Inventory, & Modeling Division
pmartien@baaqmd.gov

Presentation Outcome



- Provide the Committee with an update on the Interstate 580 Truck Access Study, a collaboration between Caltrans District 4, the Air District, and the City of Oakland.

Presentation Outline



- History of the I-580 truck ban
- Recent public conversation about the truck ban
- The Interstate 580 Truck Access Study: Community, Equity, Traffic, Environment
- Air District's role
- Next steps

Presentation Requested Action



- None, informational only.

I-580 Truck Ban History



Caltrans®

- Only freeway truck ban in the US not required by structural issues
- Originally implemented along MacArthur Boulevard in Oakland in the 1950's
- Approved when the I-580 freeway was constructed in the early 1960's
- Added to CA Vehicle Code in 2000 through Assembly Bill 500



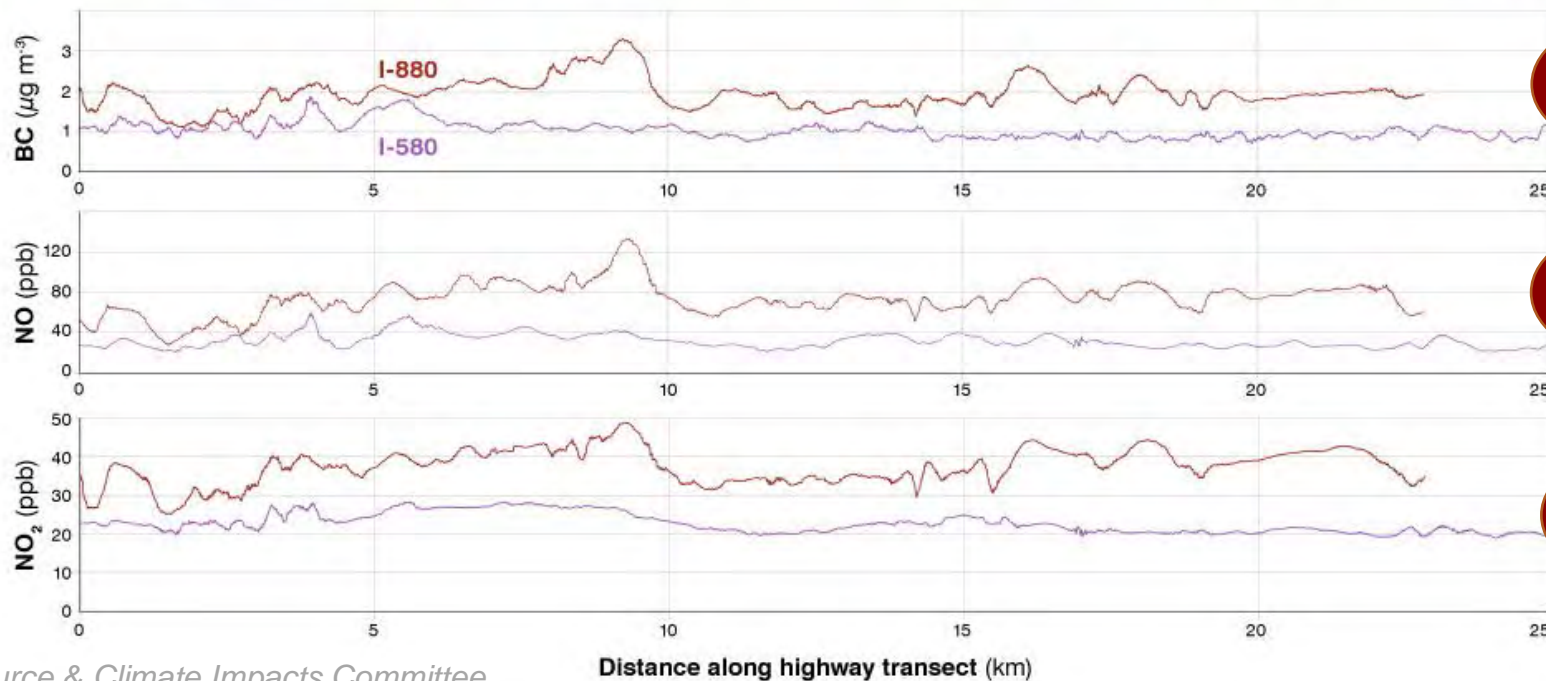
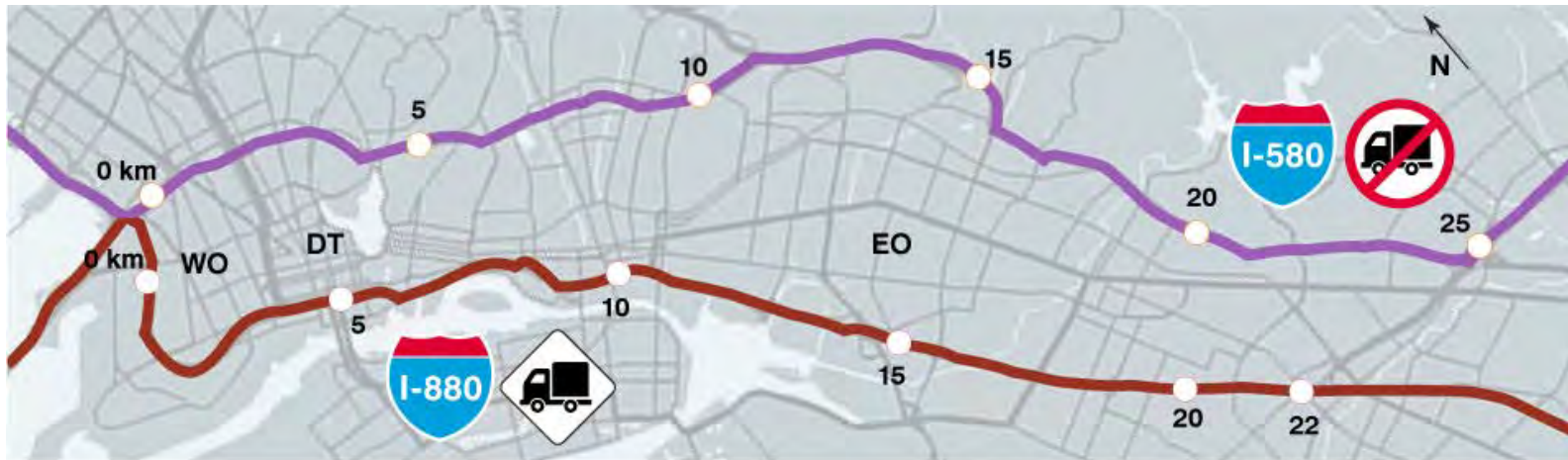
I-580 Truck Ban Creates Inequity



- The I-580 truck ban forces more trucks onto the I-880 freeway near communities of color
- Prior studies to investigate lifting the ban have been halted
- Today, the truck ban remains a persistent legacy of structural racism



Air pollution differences between I-880 and I-580 (Google Street View Project 2015-2016)



BC 80%
higher
on I-880

NO 60%
higher
on I-880

NO₂
>100%
higher on
I-880

Partners



Google Earth Outreach




West Oakland Community Action Plan



Includes 89 strategies for improving West Oakland air quality & health:

- Land Use
- Mobile Sources
- Stationary Sources
- Exposure Reduction / Health

FINAL




OWNING OUR AIR


The West Oakland Community Action Plan – **Volume 1: The Plan**

October 2019

A joint project of the Bay Area Air Quality Management District and West Oakland Environmental Indicators Project



BAY AREA AIR QUALITY
MANAGEMENT DISTRICT



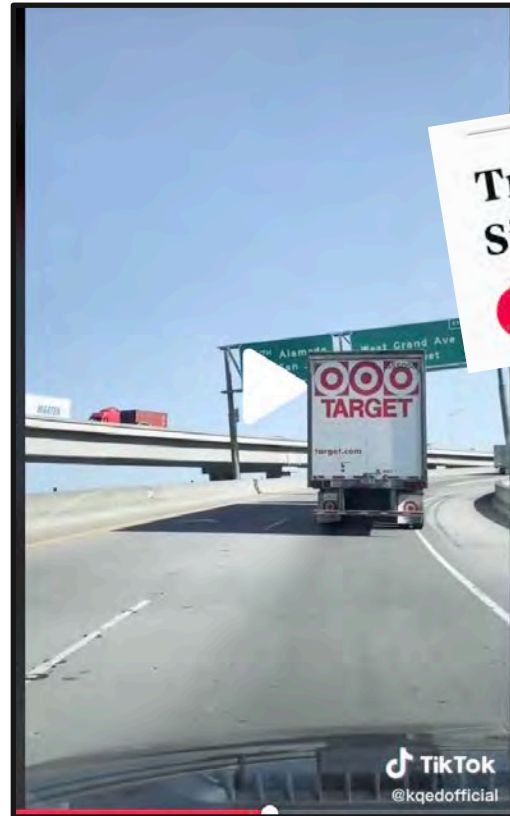
West Oakland
Environmental
Indicators Project
know which way the wind blows

8

Community Questions Ban



Newscasts and community forums questioning and discussing the truck ban have increased in recent years



BAY CURIOUS

Trucks are Banned on Oakland's I-580. These Sixth Graders Wondered Why

KQED

LISTEN

Join Alameda County Supervisor Nate Miley for a community townhall regarding the commercial truck ban along interstate 580.

SAVE THE DATE!
Thurs., Dec. 16, 2021
6:30 PM - 8:30 PM

FORUM

Oakland's I-580 Bans Trucks. I-880 Doesn't. Residents Feel the Difference.

LISTEN 32:43

I-580 Truck Access Study



Study includes four interconnected components:

- Transportation studies
- Health studies
- Racial equity assessment
- Comprehensive community engagement plan

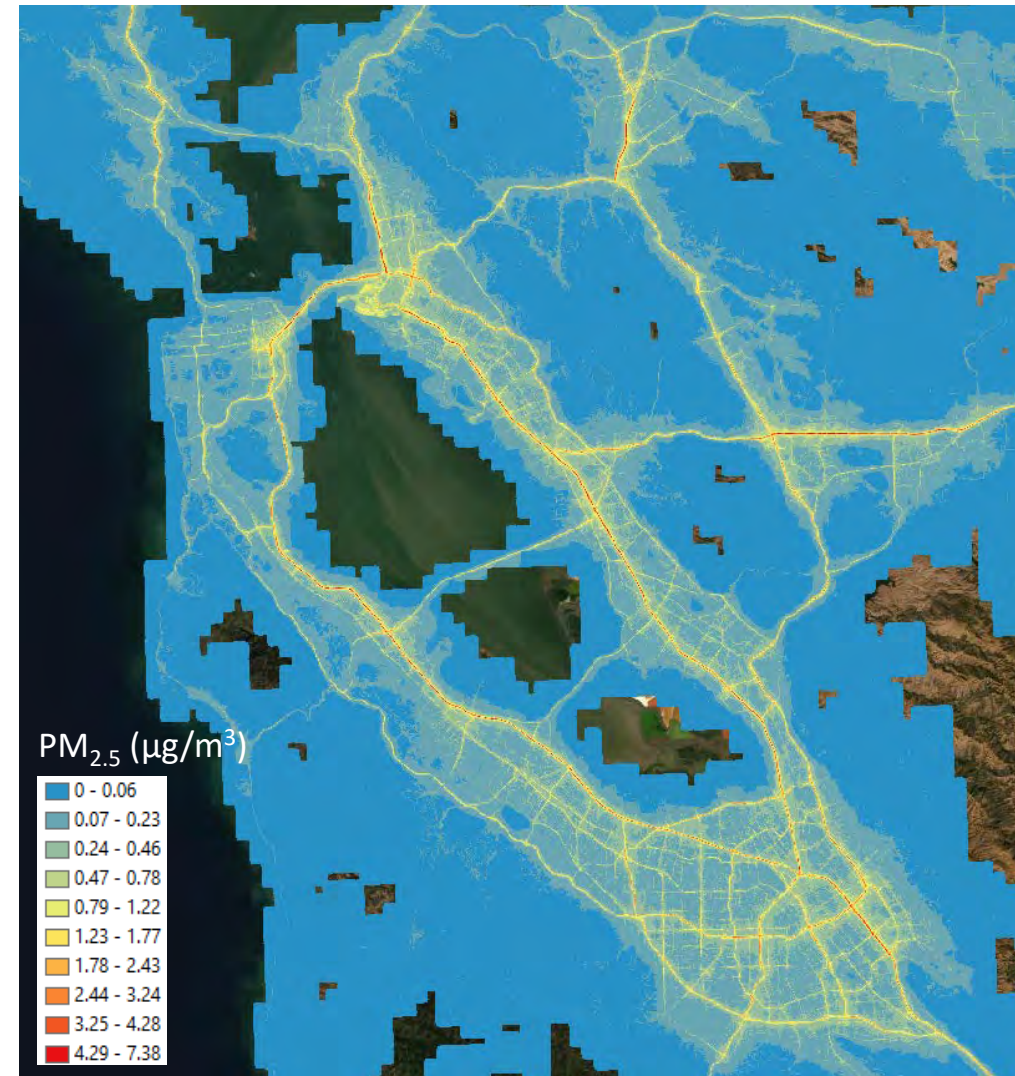


Air District Will Help Estimate Changes in Air Quality and Health Impacts



The Air District is committing in-kind resources to help evaluate air quality and health impacts:

- Changes in air pollution levels along I-580, along I-880, and in nearby communities
- Changes in exposure patterns by race, ethnicity, and income
- Air quality modeling already underway for all Bay Area roadways



Dispersion modeling estimates of current annual average levels of fine particulate matter (PM_{2.5}) from on-road cars and trucks

Estimating **Changes** in Impacts Will Require **New Information** from the Study



- **New Traffic Activity** (By roadway segment)
 - Volume
 - Speed
 - Fleet mix – such as percent of truck traffic
 - Need changes for freeways and surface streets
- **Roadway Network** (Freeway and surface streets)
 - Roadway elevation, type, width, number of lanes
- **Local Demographics** (U.S. Census information)
 - Who is exposed by race/ethnicity/income level



Traffic on Interstate 580 October 27, 2010, in Oakland, California. (Photo by Jane Tyska/Bay Area News Group)



Traffic on Interstate 880 September 3, 2010, in Oakland, California. (Photo by Justin Sullivan/Getty Images)

Opportunities for New Partnerships to Reduce Traffic Impacts



- The decision to ban trucks from I-580 created inequity
- How do we address this inequity?
- This study will help create opportunities:
 - Reevaluate the purpose of the truck ban
 - Coordinate with the proposed Vision 980 Study being led by Caltrans District 4 and the I-580 Multi-Modal Study led by Alameda County Transportation Commission
 - Find common ground for a reducing truck traffic impacts
 - Address existing issues of inefficient traffic flows for Oakland's logistics industry
 - Alleviate disproportionate health impacts for underserved communities of color

Next Steps



- Release the Request For Proposals and retain consultants
- Initiate community consultations
- Complete technical studies
- Draft results shared with AB 617 Steering Committees and others
- Final report presented to Air District Board, Oakland City Council, other agencies
- Use information from the study to broaden alliances advocating for reductions in truck traffic impacts