



BOARD OF DIRECTORS
MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

COMMITTEE MEMBERS

MYRNA MELGAR – CHAIR
JOHN GIOIA
LYNDA HOPKINS
OTTO LEE
SHAMANN WALTON

SERGIO LOPEZ – VICE CHAIR
JUAN GONZALEZ
DAVID HUDSON
RAY MUELLER
STEVE YOUNG

**MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC**

**Bay Area Metro Center
1st Floor Yerba Buena Room
375 Beale Street
San Francisco, CA 94105**

**Office of Contra Costa County
Supervisor John Gioia
Conference Room
11780 San Pablo Ave., Suite D
El Cerrito, CA 94530**

**Office of Santa Clara County
Supervisor Otto Lee
70 W Hedding St
East Wing, 10th Floor
San Jose, CA 95110**

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Mobile Source and Climate Impacts Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.

The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at www.baaqmd.gov/bodagendas.

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/83546840409>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 835 4684 0409

Public Comment on Agenda Items: The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.

MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING AGENDA

WEDNESDAY, JUNE 14, 2023

1:00 PM

1. Call to Order - Roll Call

The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.

2. Pledge of Allegiance

CONSENT CALENDAR (Item 3)

3. Approval of the Draft Minutes of the Mobile Source and Climate Impacts Committee Meeting of May 10, 2023

The Committee will consider approving the draft minutes of the Mobile Source and Climate Impacts Committee meeting of May 10, 2023.

ACTION ITEM(S)

4. Solicitation for Electric Charging Infrastructure for Medium- and Heavy-duty Vehicles and Equipment

The Committee will consider recommending the Board of Directors approve the process and selection criteria for a new competitive solicitation for electric charging infrastructure for medium- and heavy-duty vehicles and equipment. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.

5. Projects and Contracts with Proposed Grant Awards Over \$500,000

The Committee will consider recommending the Board of Directors approve the award of incentive funding to projects with proposed grant awards in excess of \$500,000 and authorize the Executive Officer/APCO to execute grant agreements for the recommended project. This item will be presented by Jessica DePrimo, Supervising Staff Specialist in the Strategic Incentives Division.

OTHER BUSINESS

6. Public Comment on Non-Agenda Matters

Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair.

7. Committee Member Comments

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)

8. Time and Place of Next Meeting

At the Call of the Chair.

9. Adjournment

The Committee meeting shall be adjourned by the Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
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BAAQMD homepage:
www.baaqmd.gov

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Suma Peesapati, at (415) 749-4967 or by email at speesapati@baaqmd.gov.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
375 BEALE STREET, SAN FRANCISCO, CA 94105
FOR QUESTIONS PLEASE CALL (415) 749-4941**

**EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

JUNE 2023

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Advisory Council Meeting	Monday	12	8:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee – Cancelled and Rescheduled to Wednesday, June 21, 2023, at 11:00 a.m.	Wednesday	14	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	14	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Meeting	Wednesday	21	9:00 a.m.	1 st Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	21	11:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	21	1:00 p.m.	1 st Floor Board Room

JULY 2023

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	5	9:00 a.m.	1 st Floor Board Room
Board of Directors Finance & Administration Committee	Wednesday	5	1:00 p.m.	1 st Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	12	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Mobile Source and Climate Impacts Committee - Cancelled	Wednesday	12	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Meeting	Monday	19	9:00 a.m.	1 st Floor Board Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	19	1:00 p.m.	1 st Floor Board Room
Board of Directors Community Advisory Council	Thursday	20	6:00 p.m.	1 st Floor Board Room

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Myrna Melgar and Members
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine
Executive Officer/APCO

Date: June 14, 2023

Re: Approval of the Draft Minutes of the Mobile Source and Climate Impacts Committee
Meeting of May 10, 2023

RECOMMENDED ACTION

Approve the attached draft minutes of the Mobile Source and Climate Impacts Committee meeting of May 10, 2023.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Mobile Source and Climate Impacts Committee meeting of May 10, 2023.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

ATTACHMENTS:

1. Draft Minutes of the Mobile Source and Climate Impacts Meeting of May 10, 2023

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105
(415) 749-5073

Mobile Source & Climate Impacts Committee
Wednesday, May 10, 2023

DRAFT MINUTES

This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at www.baaqmd.gov/bodagendas

CALL TO ORDER

1. **Opening Comments:** Mobile Source & Climate Impacts Committee (Committee) Chairperson, Myrna Melgar, called the meeting to order at 1:01 p.m.

Roll Call:

Present, In-Person (Bay Area Metro Center (375 Beale Street, Yerba Buena Room, San Francisco, California, 94105): Chairperson Myrna Melgar; Vice Chairperson Sergio Lopez; Board Chairperson John J. Bauters; and Directors Juan Gonzalez, and Lynda Hopkins.

Present, In-Person Satellite Location (Office of Contra Costa County Supervisor John Gioia, Conference Room, 11780 San Pablo Ave., Suite D, El Cerrito, CA 94530): Directors John Gioia and Steve Young.

Absent: Directors David Hudson, Otto Lee, Ray Mueller, and Shamann Walton.

2. **PLEDGE OF ALLEGIANCE**

CONSENT CALENDAR

3. **APPROVAL OF THE MINUTES OF THE MOBILE SOURCE AND CLIMATE IMPACTS COMMITTEE MEETING OF APRIL 12, 2023**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Hopkins made a motion, seconded by Vice Chair Lopez, to **approve** the Minutes of the Mobile Source and Climate Impacts Committee meeting of April 12, 2023; and the motion **carried** by the following vote of the Committee:

- AYES: Gioia, Gonzalez, Hopkins, Lopez, Melgar, Young.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Bauters, Hudson, Lee, Mueller, Walton.

ACTION ITEMS

4. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER (CPM) EXPENDITURE PLANS FOR FISCAL YEAR ENDING (FYE) 2024**

Dr. Minda Berbeco, Manager in the Strategic Incentives Division, gave the staff presentation *Transportation Fund for Clean Air County Program Manager Expenditure Plans for Fiscal Year Ending 2024*, including: action item; outline; TFCA CPM Program background; proposed allocation for CPMs in FYE 2024; and recommendations.

Public Comments

No requests received.

Committee Comments

The Board and staff discussed whether the TFCA funds that are passed to the CPMs allocations reflect the Department of Motor Vehicles registration fees collected for the associated vehicles; and reprogrammed funds.

Committee Action

Director Hopkins made a motion, seconded by Vice Chair Lopez, to recommend the Board **approve** the proposed allocation of new Transportation Fund for Clean Air revenue to each of the nine County Program Managers for Fiscal Year Ending 2024, and **authorize** the Executive Officer/Air Pollution Control Officer (APCO) to enter into funding agreements with the County Program Managers for TFCA revenues to be programmed in FYE 2024; and the motion **carried** by the following vote of the Committee:

- AYES: Gioia, Gonzalez, Hopkins, Lopez, Melgar, Young.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Bauters, Hudson, Lee, Mueller, Walton.

5. **TRANSPORTATION FUND FOR CLEAN AIR REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FISCAL YEAR ENDING 2024**

Dr. Berbeco gave the staff presentation *Transportation Fund for Clean Air Regional Fund Policies & Evaluation Criteria for Fiscal Year Ending 2024*, including: action item; outline; TFCA background; public outreach process; proposed updates; and recommendation.

NOTED PRESENT: Board Chair Bauters was noted present at 1:16 p.m.

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

The Committee and staff discussed how frequently the policy is revisited; the reason for the removal of the On-Road Diesel Truck Replacements category; desire to support policy that addresses the most polluting vehicles; the need for light-duty electric vehicle (EV) charging infrastructure at affordable housing units; whether last mile connections can include electric bicycles or scooters, per the State’s definition of vehicles, the request that the Air District seeks legislation to include electric bicycles as last mile connections; and concerns that the removal of a program category may result in the increase of emissions.

Committee Action

Director Gonzalez made a motion, seconded by Director Hopkins, to recommend the Board **approve** the proposed updates to the Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending 2024; and the motion **carried** by the following vote of the Committee:

- AYES: Bauters, Gioia, Gonzalez, Hopkins, Lopez, Melgar, Young.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Hudson, Lee, Mueller, Walton.

6. **FISCAL YEAR ENDING 2023 CHARGE! PROGRAM PROJECT RECOMMENDATIONS**

Ada Truong, Staff Specialist in the Technology Implementation Office, gave the staff presentation *Charge! Program*, including: outcome; outline; presentation requested action; grants overview; Bay Area EV trends and goals; existing Bay Area EV infrastructure; Charge! Program overview; FYE 2023 solicitation; application scoring; FYE 2023 program summary; and requested action.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed which Air District funds could be used to fund the Charge! Program in 2024 as the program was oversubscribed in 2023, and subsequent concerns about taking funding from other areas; the differences between the three types of EV charging stations; how the Air District determines which types of chargers are installed where; the way in which applications are scored, and whether scoring is different for projects in low-income, multi-family housing complexes; whether any scoring criteria has generated inconsistencies, and the suggestion of examining criteria that is not as objective, to make sure it is sufficiently objective; the frequency of funding cycles/how often applications are accepted; whether applications require matched funding; the request for a chart of awards, by project type, and highlighting awards in low-income areas in priority population areas; the request for a presentation of Charge! Program awarded projects in designated Assembly Bill (AB) 617 communities which indicates “before and after” air quality data; the need for light-duty EV charging infrastructure in low-income communities; funding allocation trends by the State for the Charge! Program; whether the Air District has received Charge! Program applications for municipal curbside charging infrastructure, and whether such projects are eligible; grant funding from the California Energy Commission that was awarded to the Air District to support EV charger installations at multi-family housing, and the types of affordable housing that are eligible to receive those installations; whether the number of EV chargers that can be funded depends on a given number of parking spaces; and the reason for more submitted applications for Level 2 chargers instead of DC fast chargers.

Committee Action

Board Chair Bauters made a motion, seconded by Vice Chair Lopez, to recommend the Board **approve** the Charge! Program rank list and recommended projects with proposed grant awards, and **authorize** the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects; and the motion **carried** by the following vote of the Committee:

- AYES: Bauters, Gioia, Gonzalez, Hopkins, Lopez, Melgar, Young.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Hudson, Lee, Mueller, Walton.

OTHER BUSINESS

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

8. COMMITTEE MEMBER COMMENTS

None.

9. **TIME AND PLACE OF NEXT MEETING**

Wednesday, June 14, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Committee members and members of the public will be able to either join in-person or via webcast.

10. **ADJOURNMENT**

The meeting was adjourned at 2:03 p.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Myrna Melgar and Members
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine
Executive Officer/APCO

Date: June 14, 2023

Re: Solicitation for Electric Charging Infrastructure for Medium- and Heavy-duty
Vehicles and Equipment

RECOMMENDED ACTION

The Committee to consider recommending the Board of Directors approve the process and selection criteria for a new competitive solicitation for electric charging infrastructure for medium- and heavy-duty vehicles and equipment.

BACKGROUND

To meet state air quality and greenhouse gas reduction targets, the State of California has started adopting regulations targeting mobile source regulations that, when phased in, will require fleet owners of medium- and heavy-duty vehicles to transition to zero-emissions. Though manufacturers have committed to increasing the quantity of zero-emission equipment and vehicles, manufacturing and adoption is at a very nascent stage, with very high start-up costs, limited quantities, and long lead-times for delivery. Additionally, while zero-emission equipment and vehicle options are now available in limited quantities for school and transit buses and lighter duty equipment, like forklifts, they are not yet available for all other types of equipment.

Availability of supporting infrastructure is also currently limited, and deploying this necessary equipment has its own challenges including costs, long lead-times for delivery of equipment, permitting, and connection to utility grids. Having access to supporting infrastructure at domiciles and while enroute will be key to a successful transition to zero-emissions.

This fiscal year, the Air District had over \$100 million in incentive funding available for the replacement of eligible medium- and heavy-duty vehicles and equipment. Applications for mobile source projects are typically reviewed on a first-come-first-served basis and evaluated for eligibility under the respective governing policies and guidelines established by each funding source, with the Carl Moyer guidelines established by CARB being used for review of most projects. While the CARB-adopted guidelines establish the baseline requirements for infrastructure projects and funding caps, they also provide additional flexibility when the administering air district conducts a competitive solicitation that includes selection criteria approved by its board of directors. For example, the guidelines allow funding to be awarded to

publicly accessible infrastructure projects and those that install solar or wind power if applications for those projects are evaluated using a competitive solicitation and board-approved selection criteria.

To help prepare the region and ensure that sufficient charging infrastructure is available to support and accelerate the transition of medium- and heavy-duty vehicles and equipment, Air District staff propose launching a pilot incentive program that would provide a dedicated solicitation for electric charging infrastructure offering up to \$30 million from a combination of Air District administered funding sources, including the Community Air Protection Incentives (CAP), Carl Moyer (Moyer), Mobile Source Incentive Fund (MSIF), Transportation Fund for Clean Air (TFCA), Funding Agricultural Replacement Measures for Emission Reductions (FARMER), and Bay Area Clean Air Foundation (BACAF).

This report discusses the proposed process, selection criteria, and timeline for administering a competitive pilot solicitation.

DISCUSSION

In 2022, the Air District awarded more than \$14 million for medium- and heavy-duty battery electric zero-emission equipment through a first-come first-served solicitation for applications evaluated under the Moyer and Volkswagen NO_x Mitigation guidelines and through competitive solicitations for applications evaluated under the California Goods Movement Program guidelines. While the percentage of zero-emission projects funded continues to increase each year, the number of stand-alone infrastructure projects remains low. In reviewing the results over the past few years and the incentive program guidelines, staff determined that the current solicitation process may be a contributing barrier to applicants and that running a dedicated competitive solicitation might help to address some of the challenges and barriers.

Air District staff officially began a public input process in early 2023 with an email to over 6,000 people announcing a pre-solicitation workshop. The workshop, held on April 11, 2023, discussed the idea for a dedicated competitive solicitation and requested public input. Over 60 attendees were present, and staff responded to approximately 30 written and oral comments and questions. Staff also held conversations with fleet owners and other stakeholders located throughout the Air District's jurisdiction, including transit agencies, private businesses, and Port of Oakland and Richmond. Through these discussions, staff have incorporated input and feedback from stakeholders for the development of a pilot competitive solicitation that is outlined below.

Proposed Process and Selection Criteria

Under this new program, all complete applications that are received by the deadline would first be reviewed for basic eligibility according to the Carl Moyer Program guidelines, shown in Attachment 1, and then ranked based on the Board-approved selection criteria that are listed below.

Proposed selection criteria:

- First, projects would be reviewed to determine whether the chargers will be used at the proposed location by evaluating Statement of Need documentation such as:
 - Evidence that the applicant or another entity owns or has a purchase order for equipment that would use the chargers;
 - Evidence that there is going to be a need for the chargers, such as an upcoming compliance deadline coupled with documentation about the inventory of vehicles in the area; or
 - Other documentation showing that chargers would be used within three years or sooner for reasons not listed here.
- Next, eligible projects would be evaluated to determine their potential to be completed within two years, as evidenced by their meeting at least two of the Readiness Criteria:
 - California Environmental Quality Act (CEQA): Filed notice of exemption or a completed CEQA determination;
 - Permits obtained or determination that no permits are required;
 - Design completed;
 - Approved site plan;
 - Utility assessment of the site that includes distance to grid and/or power access.
- Next, all highly ready and needed projects would be ranked by grant dollars requested divided by the total amount of kilowatts (kW) that can be delivered at the site.
- At least 80% of the available funds will be awarded to priority communities.

Priority communities include communities that have been identified through the AB617 process, i.e. West Oakland and East Oakland in Alameda County, Richmond/San Pablo in Contra Costa County, and Bay View Hunters Point in San Francisco, and Disadvantaged Communities (DAC) and Low-Income Communities (LIC).

Priority communities are shown in the California Climate Investments Priority Populations 2022 CES 4.0 map, which shows the top 25 percent of census tracts experiencing disproportionate amounts of pollution, environmental degradation, and socioeconomic and public health conditions according to the Office of Environmental Health Hazard Assessment's CalEnviroScreen 4.0 tool (website: <https://webmaps.arb.ca.gov/PriorityPopulations/>).

Once a ranking list is created, staff would bring the list of all projects that met the basic eligibility requirements to the Board with a recommendation to award funding to the highest ranked projects. If oversubscribed or if a tiebreaker is required between two or more projects, projects could be further ranked based on their proximity to sensitive receptors, such as schools, daycare centers and healthcare facilities.

Timeline

The solicitation would open shortly after Board approval and remain open for approximately two months. After closing, staff would evaluate the applications using the selection criteria shared in this memo. The list of highest ranked projects and a recommendation for award will be

developed for the Board’s consideration later this year. Staff would issue contracts for selected projects and awarded projects would be expected to be completed (begin operating) within two years.

This competitive pilot solicitation will seek to both fund zero-emission electric charging infrastructure and get a better understanding of the types of projects, interest, and challenges that applicants might have. Air District staff will evaluate the successes and challenges through this solicitation process, and develop a model to use for future solicitations that can help spur the transition to zero-emission vehicles and equipment.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The action being requested will not obligate funding at this time. Staff would return later this year to the Mobile Source Committee and Board with a ranked list of recommended projects for the award of funds, at which point funding would be obligated. Funding for this program is included in the Air District’s FYE 2024 budget. The Air District distributes the CMP, MSIF, CAP, FARMER, TFCA, and BACAF funding to project sponsors on a reimbursement basis. Funding for administrative costs to implement these programs, including evaluating, contracting, and monitoring projects for multiple years, is provided by each funding source.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Minda Berbeco
Reviewed by: Karen Schkolnick

ATTACHMENTS:

1. Carl Moyer - Chapter 10 Infrastructure Guidelines (Updated 01/18/2023)

Chapter 10: INFRASTRUCTURE Revised 1/18/23

Senate Bill 513 (Beall, Chapter 610, Statutes of 2015) provides the California Air Resources Board’s (CARB) Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) the ability to incorporate infrastructure projects into its program. It authorizes the funding of projects that enable the deployment of alternative, advanced, and cleaner technologies to support the State’s air quality goals. Specifically, Health and Safety Code section 44281(c) gives CARB the ability to provide funding toward the installation of fueling or energy infrastructure to fuel or power covered sources. Statute does not require infrastructure projects to meet a cost-effectiveness threshold.

This chapter provides project criteria for selecting and funding infrastructure projects that enable emission reductions in meeting State and local air quality goals. All infrastructure projects must be used to fuel or power a covered source as defined by Health and Safety Code section 44275(a)(7). These covered sources include, but are not limited to, on-road (including light-duty), off-road, agricultural, and marine vessel emission sources.

A. Funding

Air quality management districts or air pollution control districts (Air Districts) determine project priority and select projects funded within their region.

**Table 10-1
Maximum Percentage of Eligible Cost for Moyer Program Infrastructure Projects**

Maximum Percentage of Eligible Cost ^(b)	Infrastructure Projects
50%	All Projects
60%	Publicly Accessible Projects
65%	Projects with Solar/Wind Power Systems ^(a)
75%	Publicly Accessible Projects with Solar/Wind Power Systems ^(a)
100%	Public School Bus Projects ^(c)

^(a) At least 50 percent of the total energy provided to covered sources by the project must be generated from solar/wind.

^(b) Additional 5% funding available to applicants of heavy-duty truck parking facilities that provide communal charging opportunities (e.g., truck yards, truck depot, truck stops etc.)

^(c) Also, may include solar/wind power systems.

B. Eligible Projects

Eligible projects are those that provide fuel or power to a covered source, and include, but are not limited to, the following:

1. **Battery Charging Station.** New, conversion of existing stations, and expansion to existing battery charging stations. (e.g., stations in priority populations, stations in multi-unit dwellings, workplace charging, direct current fast chargers along freeway roadway corridors, long-term charging at destination areas such as airports and shopping centers and charging at distribution centers and warehouses). Refer to Appendix B for definitions to the terms mentioned above (e.g., new, conversion of existing, and expansion of existing).
2. **Hydrogen Fueling Station.** New, conversion of existing stations, and expansion to existing hydrogen fueling stations.
3. **Stationary Agricultural Pump Electrification.** Agricultural pump must be funded by the Carl Moyer Program.
4. **Shore Power.** Shore-side electrification or electrical power being provided by either the local utility or by distributed generation to a watercraft at berth.
5. Additional projects may be considered on a case-by-case basis (e.g., infrastructure for transport refrigeration units and truckstop electrification). Please contact CARB Moyer staff for further guidance on these case-by-case projects.

To be eligible to partner with other funding sources or programs, the project must not have begun, must not be in progress, must not be completed, nor invoiced and paid. The Air District must evaluate the co-funded project prior to approval and verify the co-funded project with CARB. All requirements of the Moyer program must be met for co-funded projects.

C. Eligible Applicants

Public and private entities are eligible to apply unless otherwise stated. Public entities include, but are not limited to, State, metropolitan, county, city, multi-county special district (e.g., water district), school district, university, and federal agencies and organizations. Private entities include, but are not limited to, private organizations and corporations. Out of State applicants are eligible to apply provided that the infrastructure is situated in California. Air Districts or other entities receiving administration funding through the program are not eligible.

D. Eligible Costs

Eligible costs are limited to the purchase and installation of the equipment for power delivery or fueling directly related to the infrastructure project. The eligible costs listed below must utilize commercially available technologies.

1. Eligible project costs include:

- (A) Cost of design and engineering, (i.e., labor, site preparation, Americans with Disabilities Act accessibility, signage).
- (B) Cost of equipment (e.g., charging/fueling units, electrical parts, energy storage equipment, materials).
- (C) Cost of installation directly related to the construction of the station.
- (D) Meter/data loggers.
- (E) On-site power generation system that fuels or powers covered sources (i.e., solar and wind power generation equipment).
- (F) Fees incurred pre-contract execution (i.e., permits, design, engineering, site preparation), license fees, environmental fees, commissioning fees (safety testing), and onsite required safety equipment.

2. Air Districts have the option to fund the following discretionary costs:

- (A) Federal, sales, and other taxes.
- (B) Shipping and delivery costs. Consulting fees associated with the preparation of Environmental Assessment, Environmental Impact Statement, Environmental Impact Report, or other California Environmental Quality Act (CEQA) documents, etc.

E. Ineligible Costs

Ineligible costs include but are not limited to:

1. Existing station upgrade. See definition in Appendix B.
2. Fuel and energy costs.
3. Non-essential equipment hardware.
4. Operation cost (e.g., operational fees, maintenance, repairs, improvements, spare parts).
5. Extended warranty.
6. Insurance.

7. Grantee administrative costs.
8. Travel/lodging.
9. Employee training and salaries.
10. Legal fees.
11. Real estate property purchases/leases.
12. Performance bond costs.
13. Construction management.
14. Storm water plan costs.
15. Security costs.
16. Testing and soil sampling.
17. Hazardous materials, including permitting, handling and disposal.

F. Project Eligibility Criteria

The minimum qualifications for infrastructure projects are listed below. All projects must also conform to the requirements in Chapter 2: General Criteria, and in Chapter 3: Program Administration. Participating Air Districts retain the authority to impose additional requirements to address local concerns.

1. General Criteria

- (A) The project must be permanently installed and located in California.
- (B) The project must comply with all applicable federal, State, local laws and requirements including environmental laws, and State building, environmental and fire codes. For instance, Air Districts may need to perform CEQA review and obtain approval prior to funding a project.
- (C) All infrastructure projects that include on-site power generation (e.g., solar, wind) and/or are publicly accessible, must be selected through competitive bidding. For public school districts, their existing competitive bidding process fulfills the competitive bidding requirement. See the competitive bidding process definition in Appendix B.
- (D) Work must be performed by contractors and/or electricians that meet all required licensing, certification, and statutory requirements for the eligible project type. CARB may request proof of compliance with any

licensing, certification, and statutory requirements before performing any work on an eligible project.

- (E) For projects that contain Moyer Program funding for both infrastructure and engine replacement or repower within the same contract, only the cost of the engine replacement or repower will be considered when performing a cost-effectiveness calculation.
- (F) Publicly accessible stations must be accessible to the public 24 hours a day or as many hours as allowed by local ordinance.
- (G) Equipment and parts must be new. Remanufactured or refurbished equipment and parts are not eligible.
- (H) Except for stationary agricultural pump projects, a completed Uniform Commercial Code-1 Financing Statement Form must be submitted by the Air District to the California Secretary of State for infrastructure projects with a grant funding amount of \$50K or greater. The financing statement must list the Air District as the secured party.
- (I) Low Carbon Fuel Standard (LCFS) credit generation associated with eligible activities is not prohibited by the Moyer statute.

2. Battery Charging Station

- (A) Charging equipment must be a level 2 or higher.
- (B) Publicly accessible charging stations must use a valid and universally accepted charge connector protocol (e.g., Society of Automotive Engineers (SAE), CHAdeMO).
- (C) Equipment must be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek) located at <https://www.osha.gov/dts/otpc/nrtl/nrtllist.html>.
- (D) Equipment must have at least a one-year warranty.

3. Stationary Agricultural Pump Electrification. To be eligible for funding, infrastructure must directly power a zero-emission stationary agricultural pump funded by the Air District with Moyer Program funds, including match (see Chapter 5 for specific criteria related to funding agricultural pumps).

4. Shore Power

- (A) Funding is available to install shore-side electrical grid-based power at a berth that receives visits solely by vessels not subject to the control

requirements of CARB's Shore Power Regulation (Title 17, California Code Regs., section 93118.3.).

- (B) Shore-side projects meeting the eligibility criteria of the Goods Movement Program are eligible for Moyer Program funding only on a case-by-case basis. Moyer Program project funds cannot be co-funded with Proposition 1B Goods Movement Program funds.

5. Hydrogen Fueling Station. Equipment must have at least a one-year warranty.

G. Applicant Requirements

1. General Criteria

- (A) The applicant must be able to demonstrate to the Air District that the applicant can obtain all required land use permits from agencies needed to install and operate the station.
- (B) For a publicly accessible station, the applicant must provide a description of the geographic location, including an aerial map (i.e., satellite view from an internet-based map or city/county map) and specific street address of the proposed station.
- (C) Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life. For a proposed project where the land is not owned by the applicant, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by property owners/authorized representatives and must be submitted with the application.
- (D) Applicants must be able to provide documentation that power or fuel is being, or will be, provided to the site (e.g., application, payment to the local utility company for power installation, or contract).

2. Shore Power

- (A) Applicants who own/operate at a terminal must submit a copy of the Initial Terminal Plan per Section (g) of CARB's Shore Power Regulation (Title 17, California Code Regs, section 93118.3). All subsequent project reports to Air Districts must include a copy of the terminal plan in order to evaluate compliance with the project contract.
- (B) Only a port authority, terminal operator, or marine vessel owner may apply to receive Moyer Program funding for a shore power project.

H. Project Life

1. All projects must have a minimum project life of three years.
2. Maximum project life is 15 years, except stationary agricultural pump electrification projects which have a maximum project life of ten years.

I. Contract Requirements

1. General Criteria

- (A) Contracts must include anticipated usage in terms of projected throughput and number of vehicles that will be using the station for the term of the contract.
- (B) Contracts must require that the equipment be in operating condition throughout the contract term.
- (C) Contracts must specify that publicly accessible infrastructure projects must maintain a 95 percent uptime with 24/7 customer service available on site, via toll free telephone number. Contracts must also specify that if equipment is not functional, the grantee is responsible for ensuring that repairs are made and stations are up and running within 48 hours. The grantee must notify Air Districts of any downtime beyond the 48 hours and work with Air Districts to ensure publicly accessible stations are operational.
- (D) For non-publicly accessible infrastructure projects, contracts must specify that if equipment is not functional, the grantee has 15 business days to report the problem to the Air District and begin working with the Air District promptly to ensure infrastructure equipment is operational.
- (E) Contracts must specify that, if during the project life the fuel/energy meter fails for any reason, the fuel/energy meter must be repaired or replaced as soon as possible and is considered a maintenance expense, therefore not an eligible cost.
- (F) Contracts must specify the maximum grant amount.
- (G) Contracts must identify milestone dates including project completion, invoice, and annual reporting dates.

2. Battery Charging Station

- (A) Contracts must include the number of electric vehicle supply equipment (EVSE) ports and connectors.

- (B) Contracts must include that grantee must report all publicly accessible battery charging station installations to the Department of Energy Alternative Fuel Data Center located at <http://www.afdc.energy.gov/locator/stations/>

3. Hydrogen Fueling Station. For publicly accessible hydrogen fueling stations, contracts must include that grantee must register and report to the Station Operational Status System (SOSS) maintained by the California Fuel Cell Partnership (www.cafcp.org). In addition, grantee must abide by the requirements of the reporting system. For additional information about the SOSS requirements, please contact the California Fuel Cell Partnership.

J. Pre-Inspection

1. General Criteria

- (1) All Projects must follow the pre-inspection sections which include requirements, compliance certification, record keeping, and inspection after contract requirements in Chapter 3: Program Administration. Participating Air Districts retain the authority to impose additional requirements to address local concerns.
- (2) The minimum documentation requirements that must be collected and be included in the pre-inspection form include:
 - a. Name of inspector.
 - b. Date of inspection.
 - c. Name and contact information of land/site owner.
 - d. Location (address/GPS coordinates).
 - e. Photo documentation of land/site. The district must also take photos of the existing equipment (if applicable). At the minimum, the photos must include equipment, product label, manufacturer name, date of manufacturer, model number, and serial number.
 - f. Any other information regarding the land/site needed to uniquely identify, establish eligibility, populate the Clean Air Reporting Log (CARL) dataset, and ensure contract enforceability.

K. Post-Inspection

1. General Criteria

- (A) Air Districts must verify and document that each infrastructure project is operational. Inspections must include verification of operation by connecting a vehicle or equipment to the charging or fueling station, or in the case of an agricultural pump or shore power project, by connecting to the electrical grid. For projects that incorporate solar or wind power, the inspection must verify that infrastructure has been installed and connected to the power generation equipment (i.e., solar panels or wind turbines). Air Districts may be exempted from this requirement if the grantee does not own a vehicle/equipment, and no vehicle/equipment can reasonably be obtained for the inspection. Air Districts must document such instances and obtain other types of verification that the infrastructure is capable of dispensing fuel/electricity, or in the case of an agricultural pump or shore power project, capable of being powered by the electrical grid.
- (B) Air District must take photos of the equipment and keep photos in the project file. At the minimum, the photos must include equipment, product label, manufacturer name, date of manufacture, model number, and serial number. For a battery charging station, also include input and output voltage and amperage.

L. Invoice and Payment

A project may be considered for final payment once the necessary infrastructure has been installed and connected to the power generation equipment (i.e., solar panels, wind turbine) and/or electricity grid and has been demonstrated to the Air District that it is fully operational during a post-inspection.

M. Data Collection and Annual Reporting

- 1. Solar or Wind Power Generating Equipment.** For infrastructure projects that incorporate solar or wind power generating equipment, the grantee must annually provide to the Air District the amount of electricity generated (e.g., kilowatt-hour) from the solar or wind power generating equipment for the duration of the project life.
- 2. Battery Charging Station.** Grantee must annually provide to the Air District the following data for the entire project life:
 - (A) Qualitative description of public and private uses.
 - (B) Annual usage per charger (e.g., kilowatt-hour).
 - (C) Any scheduled or unscheduled downtime, including duration of downtime and causes of downtime.

3. **Stationary Agricultural Pump Electrification.** Grantee must annually provide to the Air District the following data for the entire project life:
 - (A) Annual usage (e.g., kilowatt-hour) using an energy meter.
 - (B) Episodes of electrical service interruption by the local utility company.
4. **Shore Power.** Grantee must annually provide to the Air District the following data per berth for the entire project life:
 - (A) Total ship visits utilizing berth and ship visits utilizing program funded equipment.
 - (B) Annual usage (e.g., kilowatt-hour).
 - (C) Episodes of electrical service interruption by the local utility company.
5. **Hydrogen Fueling Station.** Grantee must annually provide to the Air District the following data for the entire project life:
 - (A) Annual usage (e.g., kilograms, standard cubic feet).
 - (B) Any scheduled or unscheduled downtime, including duration of downtime and causes of downtime.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Myrna Melgar and Members
of the Mobile Source and Climate Impacts Committee

From: Philip M. Fine
Executive Officer/APCO

Date: June 14, 2023

Re: Projects and Contracts with Proposed Grant Awards Over \$500,000

RECOMMENDED ACTION

Recommend the Board of Directors:

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

BACKGROUND

Carl Moyer Program and Mobile Source Incentive Fund

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (CARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (NOx), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Projects eligible under the CMP guidelines include heavy-duty diesel engine applications such as on-road trucks and buses, off-road construction, agricultural equipment, marine vessels, locomotives, stationary agricultural pump engines, and refueling or recharging infrastructure that supports the deployment of new zero-emission vehicles and equipment. Per AB 1390, at least 50% of CMP funds must be allocated to projects that improve air quality in communities with the most significant exposure to air contaminants or localized air contaminants.

Assembly Bill (AB) 923 (Firebaugh), enacted in 2004 (codified as Health and Safety Code (HSC) Section 44225), authorized local air districts to increase motor-vehicle-registration surcharges by up to \$2 additional per vehicle and use the revenue to fund projects eligible under the CMP guidelines. AB 923 revenue is deposited in the Air District's Mobile Source Incentive Fund (MSIF).

The Board of Directors (Board) authorizes the Air District's participation in each cycle of the CMP, including an allocation of MSIF revenue as match funds.

Community Air Protection Program - Incentives

In 2017, AB 617 directed CARB, in conjunction with local air districts to establish a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. The AB 617 initiative calls for strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the State, stronger regulation of pollution sources, and incentives for reducing air pollution and public health impacts from mobile and stationary sources.

Beginning in fiscal year ending (FYE) 2018, the California Legislature approved funding from the State's Greenhouse Gas Reduction Fund (GGRF), which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases, for the Community Air Protection Program (CAPP). CAPP Incentives funds may be used to fund projects eligible under the CMP and on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Following additional approvals from CARB, CAPP Incentives funds may also potentially be used to fund stationary source and mobile source projects that have been identified and prioritized by communities with a Community Emissions Reduction Program, pursuant to HSC Section 44391.2. At least 80% of CAPP Incentives funds must be allocated to projects that improve air quality in disadvantaged communities (Senate Bill (SB)535), and low-income communities (AB 1550).

Funding Agricultural Replacement Measures for Emission Reductions (FARMER)

In February 2018, CARB developed the FARMER Program Guidelines that outline requirements for eligible agricultural equipment replacement projects evaluated under the CMP guidelines, including harvesting equipment, heavy-duty trucks, pump engines, tractors, and other equipment used in agricultural operations. Subsequent updates to the FARMER guidelines expanded eligible projects to include zero-emission demonstration projects and added flexibility for funding zero-emission equipment. Under the California State Budget, GGRF funds are appropriated to CARB for each new cycle of the FARMER program for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector.

Transportation Fund for Clean Air

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority and requirements for the Transportation Fund for Clean Air (TFCA) are set forth in HSC Sections 44241 and 44242. Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air program) and to a program referred to as the Regional Fund. The remaining forty percent of the funds are passed through to the designated Bay Area County Program Managers who in turn award TFCA funds to eligible projects within their county. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. On April 6, 2022, the Board authorized funding allocations for use of the sixty percent of the TFCA revenue in

FYE 2023, and cost-effectiveness limits for Air District-sponsored FYE 2023 programs. On May 4, 2022, the Board adopted policies and evaluation criteria for the FYE 2023 Regional Fund program.

For each new CMP, TFCA, CAPP, and FARMER funding cycle, the Board authorizes the Air District’s participation in these programs. The current cycles for these funding sources are shown in Table 1, with initial or estimated revenues, \$117 million of which will be available for funding FYE 23 projects.

**Table 1
Funding Sources and Initial Revenues**

Funding Source Cycle	Initial or Estimated Revenue (in Millions)*	Board Authorization Date
CMP Year 23	\$10.7	1/20/2021
CMP Year 24	\$31.2	12/1/2021
CAPP Incentives Year 5	\$35.4	12/1/2021
FARMER Year 4	\$ 3.5	12/1/2021
TFCA Regional Fund FYE 2023	\$28.9	4/6/2022
MSIF	\$12.0	n/a
Total	\$121.7	

*Some revenues were partially obligated to projects in FYE22 and therefore full amounts may not be available for award to projects in FYE23.

Applications for grant funding received by the Air District are reviewed and evaluated for eligibility under the respective governing policies and guidelines established by each funding source, e.g., CARB, the Board. At least quarterly, staff provides updates to the Mobile Source and Climate Impacts Committee or Board of Directors on the status of incentive funding for the current fiscal year, including total funding awarded, remaining funds available for award, funds allocated by county and by equipment category type, and percentage of funding to projects where emission reductions benefit low-income residents and impacted communities, including Air District-identified Community Air Risk Evaluation (CARE) areas, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. The reported award allocations and emissions reduction benefits to counties and impacted communities, which are based on information provided by each applicant, does not include “regional” projects, where all communities receive benefits, or projects where the location of the benefit has not yet been determined.

On April 6, 2022, the Board authorized the Air Pollution Control Office (APCO)/Executive Officer to approve projects with awards up to \$500,000. For all projects with proposed awards greater than \$500,000, staff brings recommendations of these projects to the Board for approval.

DISCUSSION

For the FYE 2023, the Air District had approximately \$117 million available in CMP, MSIF, CAPP Incentives, FARMER, and TFCA funds for eligible projects, including prior year funds. Under these funding sources, the Air District accepts project applications on a rolling basis and evaluates them on a first-come, first-served basis.

Between March 9, 2023 and May 12, 2023, staff evaluated three new eligible projects with proposed awards of over \$500,000. These three projects will replace a total of two diesel school buses with zero-emissions electric school buses, install two supporting electric infrastructure charging stations for the busses, install twelve DC fast chargers as a standalone infrastructure project, and replace nine older diesel tractors with new diesel tractors meeting the cleanest standard. The proposed projects are estimated to reduce over 1.37 tons of NOx, ROG, and PM emissions per year and two of the three projects will reduce emissions in priority areas. Staff recommends approval of the allocations of up to \$2,657,112 for these projects from a combination of CMP, MSIF, CAPP Incentives, FARMER and TFCA revenues. Attachment 1 provides additional information on the projects.

In addition to these three projects, staff is also recommending the award of an additional \$25,969 to Liberty Union High School District for project #22SBP236 that was previously awarded \$2,087,000 for the deployment of six new electric school buses. The revised recommended award amount is \$2,112,969, which now includes \$25,969 to pay for the six supporting charging units. This project is estimated to reduce nearly 0.7 tons of NOx, ROG, and PM emissions per year and is also shown in Attachment 1.

Attachment 2, updated at least quarterly, lists all eligible projects that have been awarded by the Air District between July 1, 2022, and May 12, 2023, including information about project equipment, award amounts, estimated emissions reductions, project locations, and air quality improvements in priority communities. Over 89% of these funds have been awarded or allocated to low-income residents or to projects that reduce emissions in CARE, disadvantaged SB 535 communities, and/or low-income AB 1550 communities. The percentage will change over time as the remaining funds are awarded later in the fiscal year and as more complete information about the location of projects and program participants becomes available.

Attachment 3 provides fiscal year facts and figures on the status of funding available and allocations by county and category as of May 12, 2023.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The Air District distributes the CMP, MSIF, CAPP Incentive, FARMER, and TFCA funding to project sponsors on a reimbursement basis. The four recommended projects listed on Attachment 1 will be awarded a total of \$4,770,081 that will be paid for by one or more of these state and local incentive fund sources upon project completion, expected within the next one to three years. Funding for administrative costs to implement these programs, including evaluating, contracting, and monitoring projects for multiple years, is provided by each funding source.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Daniel Langmaid and Kenneth Mak
Reviewed by: Minda Berbeco, Alona Davis, and Karen Schkolnick

ATTACHMENTS:

1. Projects with grant awards greater than \$500,000 (evaluated 3/9/23 to 5/12/23)
2. All projects - awarded, allocated, and recommended (7/1/22 to 5/12/23)
3. Funding Facts and Figures (7/1/22 through 5/12/23)

ATTACHMENT 1

Table 1 - Projects with grant awards greater than \$500k (Evaluated between 3/9/23 and 5/12/23)
 Carl Moyer Program, Transportation Fund for Clean Air, Mobile Source Incentive Fund, FARMER, and Community Air Protection Program

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Total Project Cost	Emission Reductions (tons per year)			County	Benefits Priority Area(s)
						NO _x	ROG	PM		
23MOY61	Penske Truck Leasing Co., L.P.	On-Road	Infrastructure includes 12 dual-port BTC 360kW DC fast chargers (24 total ports).	\$1,000,000	\$7,795,912	N/A	N/A	N/A	Alameda	Yes
23MOY46	Clark Vineyard Management Inc.	Off-Road	Replace 3 Tier 1 and Tier 2 diesel-powered tractors with Tier-4 final diesel-powered tractors, 2 Tier 1 and Tier 2 diesel-powered tractors with Tier-4 final diesel-powered tractors/crawlers, and 4 Tier 1 and Tier 2 diesel-powered tractors/crawlers with Tier-4 final diesel-powered tractors/crawlers.	\$629,700	\$824,543	0.9503	0.1499	0.1153	Napa	No
23SBP86	Antioch Unified School District	School Bus + Infrastructure	Replace two diesel-powered school buses with two electric-powered school buses and install one level 2 electric charger.	\$1,027,412	\$1,028,286	0.1437	0.0109	0	Contra Costa	Yes
22SBP236 [†]	Liberty Union High School District	School Bus + Infrastructure	Replace six diesel-powered school buses with six electric-powered school buses and install six level 2 electric chargers.	\$2,112,969	\$2,295,677	0.6892	0.0688	0.0047	Contra Costa	Yes
4	Projects		Totals	\$4,770,081	\$11,944,419	1.783	0.230	0.120		

[†] A grant award of \$2,087,000.00 was initially approved by the Board of Directors on December 7, 2022. The recommended award proposed here adds \$25,969.00 to the original award for the infrastructure portion of the project for an updated total grant award amount of \$2,112,969.00.

ATTACHMENT 2

Data in this table are updated quarterly. Funds awarded or allocated after the date range below will be reflected in the next quarterly update.

*CMP/MISIF, TFCA, FARMER and Community Air Protection Program projects
(awarded and allocated between 7/1/22 and 5/12/23)*

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source ¹
						NOx	ROG	PM				
23R01	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	n/a	\$ 150,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
23R02	Light Duty (LD) Vehicles	Vehicle Buy Back Program Implementation	n/a	\$ 200,000	BAAQMD	N/A	N/A	N/A	Regional	6/15/22	N/A	1
23R03	Trip Reduction	Spare The Air/ Intermittent Control/ Flex Your Commute Programs	n/a	\$ 2,290,000	BAAQMD	TBD*	TBD*	TBD*	Regional	6/15/22	N/A	1
22MOY305	Ag/ off-road	Equipment replacement	2	\$ 123,600	Shifflett Ranch & Vineyard LLC	0.241	0.035	0.024	Napa	7/1/22	No	2
22MOY311	Ag/ off-road	Equipment replacement	1	\$ 153,100	Jay A Clay	0.363	0.047	0.027	Sonoma	7/8/22	Yes	2
22SBP337	School Bus	Equipment replacement	1	\$ 400,000	Hayward Unified School District	0.042	0.002	0.001	Alameda	7/11/22	Yes	1, 2
22MOY229	Ag/ off-road	Equipment replacement	1	\$ 43,900	Boething Treeland Farms inc.	0.059	0.009	0.006	San Mateo	7/11/22	No	2
22MOY334	Ag/ off-road	Equipment replacement	1	\$ 135,800	Point Reyes Pastures Inc.	0.276	0.036	0.020	Marin	7/11/22	Yes	2
22SBP117	School Bus	Equipment replacement + Infrastructure	8	\$ 4,370,779	San Mateo Union High School District	0.731	0.058	0.026	San Mateo	7/20/22	Yes	1, 2
22SBP232	School Bus	Equipment replacement + Infrastructure	5	\$ 1,916,236	Antioch Unified School District	0.378	0.029	0.002	Contra Costa	7/20/22	Yes	1, 2
22SBP248	School Bus	Equipment replacement	3	\$ 648,794	Mt. Diablo Unified School District	0.203	0.016	0.008	Contra Costa	7/20/22	Yes	1
22MOY320	Ag/ off-road	Equipment replacement	1	\$ 49,300	Atlas Oaks Ranch, LLC	0.047	0.011	0.009	Napa	8/12/22	No	2
22MOY342	Ag/ off-road	Equipment replacement	3	\$ 100,300	Vinas Del Norte LLC	0.181	0.028	0.025	Napa	8/16/22	Yes	2
22MOY341	Ag/ off-road	Equipment replacement	1	\$ 65,800	Williams Ranch	0.276	0.036	0.025	Sonoma	8/17/22	No	2
22MOY234	Ag/ off-road	Equipment replacement	3	\$ 253,300	DCS END POST DRIVING	0.755	0.107	0.062	Napa	9/2/22	No	2
22MOY318	Ag/ off-road	Equipment replacement	1	\$ 49,300	Ahmann Ranches, LLC	0.156	0.024	0.014	Napa	9/9/22	No	2
22MOY359	Ag/ off-road	Equipment replacement	1	\$ 39,000	Spaletta Dairy	0.118	0.018	0.011	Marin	9/21/22	Yes	2
22MOY349	Ag/ off-road	Equipment replacement	1	\$ 92,700	Cobb Creek Holdings, LLC DBA CCH Ag Services	0.162	0.027	0.019	Napa	9/21/22	No	2
22MOY63	Ag/ off-road	Equipment replacement	1	\$ 286,800	B & T Farms	0.684	0.072	0.037	Santa Clara	9/21/22	Yes	2
22SBP279	School Bus	Equipment replacement + Infrastructure	5	\$ 1,640,986	East Side Union High School District	0.502	0.045	0.003	Santa Clara	9/21/22	Yes	1, 2
22SBP340	School Bus	Equipment replacement + Infrastructure	3	\$ 1,237,496	Sequoia Union High School District	0.325	0.033	0.002	San Mateo	9/21/22	Yes	1, 2
22MOY202	On-road	Infrastructure	0	\$ 600,000	Solano County Transit	N/A	N/A	N/A	Solano	12/7/22	Yes	2
23MOY2	Ag/ off-road	Equipment replacement	2	\$ 440,600	Simoni & Massoni Farms, LLC	1.007	0.062	0.029	Contra Costa	10/24/22	Yes	2
23MOY6	Ag/ off-road	Equipment replacement	1	\$ 72,200	Ortiz Family Farm	0.172	0.021	0.014	Sonoma	10/24/22	Yes	2
23MOY3	Ag/ off-road	Equipment replacement	1	\$ 418,300	Poncia Fertilizer, Inc.	1.056	0.096	0.060	Sonoma	10/28/22	Yes	2
23MOY5	Ag/ off-road	Equipment replacement	1	\$ 60,500	German Vineyards LLC	0.041	0.010	0.008	Solano	10/28/22	No	2
22SBP203 ¹	School Bus	Equipment replacement + Infrastructure	9	\$ 94,024	Oak Grove School District	0.5705	0.0470	0.0035	Santa Clara	12/7/22	Yes	1
22MOY325	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2
22MOY326	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	Alameda	12/7/22	Yes	2
22MOY327	On-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	N/A	N/A	N/A	San Mateo	12/7/22	Yes	2
22MOY284	Off-road	Engine replacement	3	\$ 500,500	TraPac, LLC	2.592	0.202	0.083	Alameda	12/7/22	Yes	2
23MOY1	Ag/ off-road	Equipment replacement	2	\$ 732,400	Ielmorini Custom Spreading, LLC	2.969	0.303	0.178	Marin	12/7/22	Yes	2
23MOY15	Ag/ off-road	Equipment replacement	1	\$ 78,500	Trademark Vineyards, LLC	0.108	0.017	0.013	Napa	11/4/22	No	2
23MOY23	Ag/ off-road	Equipment replacement	1	\$ 38,200	Martinelli Vineyard Management, Inc.	0.140	0.022	0.013	Sonoma	11/14/22	No	2
23MOY7	Ag/ off-road	Equipment replacement	3	\$ 367,500	C & F Farms inc	0.912	0.106	0.065	Santa Clara	11/15/22	Yes	2
23MOY14	Ag/ off-road	Equipment replacement	2	\$ 94,400	Robert T. Jordan, DBA: Grand Crew Vineyard Management	0.046	0.029	0.001	Napa	11/22/22	No	2

ATTACHMENT 2

Data in this table are updated quarterly. Funds awarded or allocated after the date range below will be reflected in the next quarterly update.

*CMP/MISIF, TFCA, FARMER and Community Air Protection Program projects
(awarded and allocated between 7/1/22 and 5/12/23)*

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source ¹
						NOx	ROG	PM				
23MOY28	Ag/ off-road	Equipment replacement	1	\$ 70,300	Itley Brothers Farming, LLC	0.031	0.020	0.001	Napa	11/22/22	No	2
22MOY356	Ag/ off-road	Equipment replacement	1	\$ 93,400	Imhof Tractor Service, Inc	0.247	0.027	0.015	Alameda	11/28/22	Yes	2
23MOY16	Ag/ off-road	Equipment replacement	1	\$ 46,900	Daylight Vineyard Management, Inc.	0.069	0.005	0.004	Sonoma	11/29/22	No	2
23MOY30	Ag/ off-road	Equipment replacement	6	\$ 401,800	Antinori California	0.017	0.387	0.065	Napa	12/28/22	No	2
23MOY29	Ag/ off-road	Equipment replacement	2	\$ 70,900	Channel Lumber	0.069	0.006	0.003	Contra Costa	1/5/23	Yes	2
23MOY25	Ag/ off-road	Equipment replacement	1	\$ 63,600	Navone Vineyard Management Co	0.127	0.019	0.014	Napa	1/12/23	No	2
23MOY80	Ag/ off-road	Equipment replacement	1	\$ 222,300	F. A. Maggiore & Sons, LLC	0.602	0.030	0.015	Contra Costa	2/2/23	Yes	2
23MOY22	Ag/ off-road	Equipment replacement	1	\$ 60,900	Jack Neal and Son Inc	0.144	0.023	0.017	Napa	2/6/23	No	2
23MOY17	Ag/ off-road	Equipment replacement	1	\$ 50,800	JPW Development Co., LLC	0.025	0.023	0.006	Solano	2/6/23	No	2
23MOY37	Ag/ off-road	Equipment replacement	2	\$ 143,000	Fred J Fisher	0.227	0.037	0.027	Sonoma	2/7/23	No	2
23MOY41	Ag/ off-road	Equipment replacement	1	\$ 146,000	Pomponio Farms LLC	0.372	0.048	0.028	San Mateo	2/9/2023	No	2
23SBP13	School Bus	Equipment replacement	2	\$ 294,978	Fairfield-Suisun Unified School District	0.111	0.007	0.000	Solano	2/27/2023	Yes	2
23SBP51	School Bus	Equipment replacement + Infrastructure	2	\$ 872,783	St. Helena Unified School District	0.150	0.011	0.001	Napa	5/3/2023	Yes	1,2
23MOY55	Ag/ off-road	Equipment replacement	2	\$ 132,000	Miranda Vineyard Managment	0.303	0.050	0.036	Sonoma	3/3/2023	No	2
23MOY4	Ag/ off-road	Equipment replacement	1	\$ 69,900	Crane Family Ranches LLC	0.107	0.014	0.009	Sonoma	3/6/2023	No	2
23SBP32	School Bus	Equipment replacement + Infrastructure	2	\$ 1,130,562	Castro Valley Unified School District	0.126	0.013	0.001	Alameda	5/3/2023	Yes	1,2
23MOY58	Ag/ off-road	Equipment replacement	1	\$ 51,800	Petaluma Pumpkin Patch, LLC	0.078	0.004	0.005	Sonoma	3/8/2023	Yes	2
23MOY11	Ag/ off-road	Equipment replacement	1	\$ 97,000	Bains Farms LLC	0.008	0.002	0.000	Solano	1/24/2023	No	2
23MOY49	Ag/ off-road	Equipment replacement	1	\$ 88,500	Christopher Ranch, LLC	0.301	0.033	0.020	Santa Clara	3/22/2023	Yes	2
23MOY89	Ag/ off-road	Equipment replacement	3	\$ 181,300	Loma del sol farming inc.	0.403	0.052	0.035	Sonoma	3/23/2023	Yes	2
22MOY144	Marine	Engine Retrofit	1	\$ 30,000	San Francisco Bay Area Water Emergency Transportation Authority	0.000	0.000	0.013	Solano	2/8/2023	Yes	2
23MOY76	Ag/ off-road	Equipment replacement	1	\$ 65,600	F. Korbel & Bros. Inc.	0.112	0.006	0.006	Sonoma	4/3/2023	No	2
23MOY31	Ag/ off-road	Equipment replacement	1	\$ 205,500	John Tobias Farms	0.330	0.032	0.017	Santa Clara	5/1/2023	Yes	2
23MOY80	Ag/ off-road	Equipment replacement	1	\$ 59,000	Perata Vineyards LLC	0.066	0.016	0.012	Napa	5/1/2023	No	2
23MOY61	on-road	Infrastructure	0	\$ 1,000,000	Penske Truck Leasing Co., L.P.	0.000	0.000	0.000	Alameda	TBD	Yes	2
23MOY73	Ag/ off-road	Equipment replacement	1	\$ 45,450	Mello dairy	0.165	0.026	0.015	Sonoma	5/3/2023	Yes	2
23MOY67	Ag/ off-road	Equipment replacement	1	\$ 174,000	Manzoni Family Trust	0.372	0.048	0.028	Sonoma	5/10/2023	No	2
23MOY46	Ag/ off-road	Equipment replacement	9	\$ 629,700	Clark Vineyard Management Inc.	0.950	0.150	0.115	Napa	TBD	No	2
23MOY72	Ag/ off-road	Equipment replacement	1	\$ 69,950	Peter J Ferraro	0.278	0.041	0.024	Contra Costa	5/12/2023	No	2
23SBP86	School Bus	Equipment replacement	2	\$ 1,027,412	Antioch Unified School District	0.144	0.011	0.000	Contra Costa	TBD	Yes	1,2
VBB-FYE23 ²	LD Vehicles	Vehicle Buy Back program projects	886	\$ 1,132,156	Various	5.588	9.007	0	All	Through 3/31/2023	Yes	2
22SBP236 ³	School Bus	Equipment replacement + Infrastructure	6	\$ 2,112,969	Liberty Union High School District	0.652	0.050	0.004	Contra Costa	12/7/22	Yes	1, 2
2303-34376	LD Infrastructure (FYE23)	Charge!: Install and operate 40 Level 2 (high) chargers at a multi-family housing (MFH) facility in Oakland.	n/a	\$ 280,000	Green Water and Power	0.019	0.011	0.007	Alameda	N/A	Yes	1
2302-33902	LD Infrastructure (FYE23)	Charge!: Install and operate 54 Level 2 (high) chargers at six MFH facilities in Corte Madera, Novato, and San Rafael.	n/a	\$ 360,000	NCP Multifamily LLC	0.106	0.063	0.040	Marin	5/17/23	Yes	1
2302-34220	LD Infrastructure (FYE23)	Charge!: Install and operate 18 Level 2 (high) chargers at six MFH facilities in Mill Valley, Novato, San Rafael, and Sausalito.	n/a	\$ 120,000	Marin Clean Energy	0.012	0.007	0.005	Marin	5/17/23	Yes	1
2302-34233	LD Infrastructure (FYE23)	Charge!: Install and operate 46 Level 2 (high) chargers at 23 MFH facilities in Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Pt. Reyes Station, San Rafael, Sausalito, and Tiburon.	n/a	\$ 295,000	Marin Clean Energy	0.020	0.012	0.008	Marin	5/17/23	Yes	1

ATTACHMENT 2

Data in this table are updated quarterly. Funds awarded or allocated after the date range below will be reflected in the next quarterly update.

*CMP/MSIF, TFCA, FARMER and Community Air Protection Program projects
(awarded and allocated between 7/1/22 and 5/12/23)*

Project #	Project Category	Project Description	Number of Engines	Proposed Contract Award	Applicant Name	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Funding Source ¹
						NOx	ROG	PM				
2303-34370	LD Infrastructure (FYE23)	Charge!: Install and operate 6 Level 2 (high) chargers at a MFH facility in San Rafael.	n/a	\$ 42,000	Marin Clean Energy	0.004	0.002	0.001	Marin	5/17/23	Yes	1
2302-33855	LD Infrastructure (FYE23)	Charge!: Install and operate 10 Level 2 (high) chargers at a MFH facility in Redwood City.	n/a	\$ 55,000	Farm Hill Vista HOA	0.026	0.016	0.010	San Mateo	5/17/23	No	1
2302-34115	LD Infrastructure (FYE23)	Charge!: Install and operate 80 Level 1, 124 Level 2 (high), and 6 DC Fast chargers at two transit parking and eight MFH facilities in Oakland and Richmond.	n/a	\$ 1,338,000	GRID Alternatives Bay Area	0.136	0.081	0.052	Alameda , Contra Costa	5/17/23	Yes	1
2303-34373	LD Infrastructure (FYE23)	Charge!: Install and operate 40 Level 2 (high) chargers at a MFH facility in San Francisco.	n/a	\$ 280,000	Green Water and Power	0.019	0.011	0.007	San Francisco	5/17/23	Yes	1
2303-34269	LD Infrastructure (FYE23)	Charge!: Install and operate 8 Level 2 (high) chargers at a MFH facility in San Bruno.	n/a	\$ 56,000	Shelter Creek COA Office	0.049	0.029	0.019	San Mateo	5/17/23	Yes	1
2303-34331	LD Infrastructure (FYE23)	Charge!: Install and operate 6 Level 2 (high) chargers at a MFH facility in Danville.	n/a	\$ 33,000	Danville Townhomes Homeowners Association	0.007	0.004	0.003	Contra Costa	5/17/23	No	1
2302-33961	LD Infrastructure (FYE23)	Charge!: Install and operate 4 Level 2 (high) chargers at a MFH facility in Oakland.	n/a	\$ 28,000	176 Athol LLC	0.006	0.003	0.002	Alameda	5/17/23	Yes	1
2302-33919	LD Infrastructure (FYE23)	Charge!: Install and operate 9 Level 2 (high) and 1 DC Fast chargers at a MFH facility in San Francisco.	n/a	\$ 98,000	MIRA Master Owners Association	0.039	0.024	0.016	San Francisco	5/17/23	Yes	1
2302-34231	LD Infrastructure (FYE23)	Charge!: Install and operate 88 Level 2 (high) and 12 DC Fast chargers at two transit parking facilities in Oakland and Richmond.	n/a	\$ 1,024,000	San Francisco Bay Area Rapid Transit District (BART)	0.209	0.126	0.083	Alameda, Contra Costa	5/17/23	Yes	1
2302-33950	LD Infrastructure (FYE23)	Charge!: Install and operate 8 Level 2 (high) chargers at a MFH facility in Oakland.	n/a	\$ 36,000	EVmatch, Inc.	0.007	0.004	0.002	Alameda	5/17/23	Yes	1
2303-34383	LD Infrastructure (FYE23)	Charge!: Install and operate 40 Level 2 (high) chargers at a MFH facility in Oakland.	n/a	\$ 280,000	Green Water and Power	0.019	0.011	0.007	Alameda	5/17/23	Yes	1
2303-34367	LD Infrastructure (FYE23)	Charge!: Install and operate 40 Level 2 (high) chargers at a MFH facility in Vallejo.	n/a	\$ 280,000	Green Water and Power	0.019	0.011	0.007	Solano	5/17/23	Yes	1
2303-34378	LD Infrastructure (FYE23)	Charge!: Install and operate 97 Level 2 (low) chargers at a MFH facility in Palo Alto.	n/a	\$ 339,500	The Palo Alto Condominium Owners' Association	0.011	0.006	0.004	Santa Clara	5/17/23	No	1
2211-32723	LD Infrastructure (FYE23)	Charge!: Install and operate 15 Level 2 (high) chargers at three MFH facilities in Mill Valley, San Quentin Village, and San Rafael.	n/a	\$ 91,500	Drotman Realty	0.010	0.006	0.004	Marin	5/17/23	Yes	1
TOTALS		86 Projects	1011	\$ 36,620,775		28.0	12.2	1.6				

¹ Funding source includes (1) Transportation Fund for Clean Air; (2) CMP/MSIF, FARMER and Community Air Protection Program.

² Funds have been allocated to these programs and projects and results will be determined at the end of project period.

³ This project was previously approved on March 2, 2022 for \$4,593,083. This line item represents an increase in funding for the school buses under this project in FYE 2023. The current total project award amount is \$3,474,877.

⁴ Projects shown under the Vehicle Buy Back program were approved between July 1, 2022 and March 31, 2023. Emission reductions and county award totals are for projects approved between July 1, and December 31, 2022, and will be updated with more current data in a future report.

⁵ This project was previously approved December 7, 2022 for \$2,087,000, and is currently being recommended for the increased award amount shown.

ATTACHMENT 3

Funding Facts and Figures

7/1/22 through 5/12/23

Funding Sources Reported: Transportation Fund for Clean Air (TFCA), Carl Moyer Program (CMP), Community Air Protection Program (CAPP), Mobile Source Incentive Fund (MSIF), and Funding Agricultural Replacement Measures for Emission Reductions (FARMER)

Figure 1. Status of FYE 2023 funding

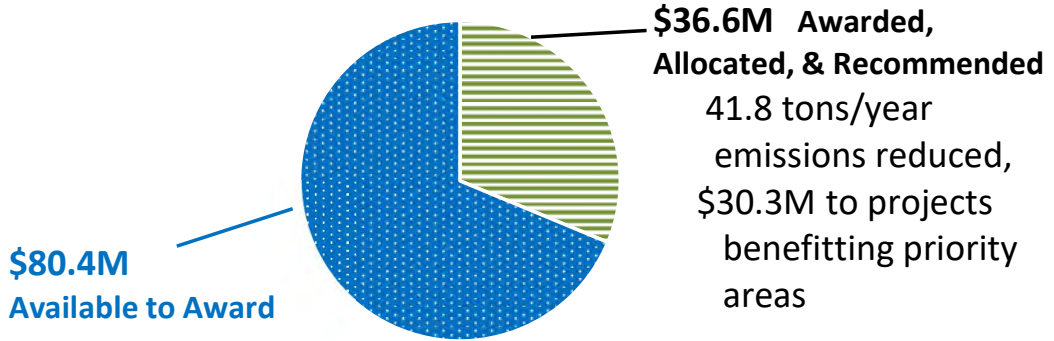


Figure 2. Funding Awarded by County in FYE 2023

includes funds allocated, awarded, & recommended for award

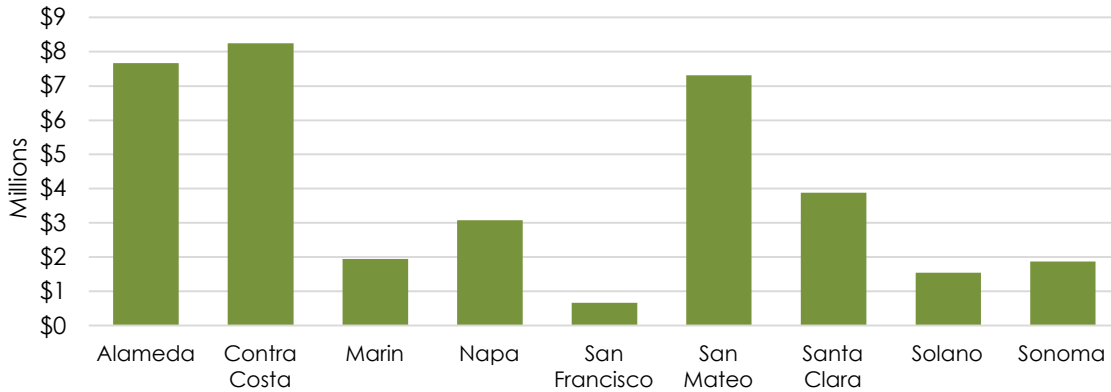


Figure 3. Funding Awarded by Project Category in FYE 2023

includes funds allocated, awarded, & recommended for award

