



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 5

Clean Cars for All Program Update & Allocation

Mobile Source and Climate Impacts Committee Meeting
November 28, 2022

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Presentation Outcome



- Provide information on Zero-Emission Vehicle (ZEV) adoption in the Bay Area.
- Provide an update on Bay Area Clean Cars for All (CCFA) Program.
- New funding

Presentation Outline



- Background: Bay Area ZEV adoption
- CCFA Program update
- Next steps and challenges
- New funding & resources



Presentation for Information Only



No action required.

Background: Bay Area ZEV Goals



ZERO EMISSION VEHICLE TRENDS AND GOALS



11,700 public charging ports currently

30,000 public charging ports needed (NREL)

In 2021, 4.7% of the Bay Area fleet were ZEVs, with a goal of 90% by 2050

In 2022 16.5% of new sales in CA were ZEVs



Public charging ports

18% DC Fast

82% Level 2



Progress towards our ZEV Adoption Goals

2021: 266,890



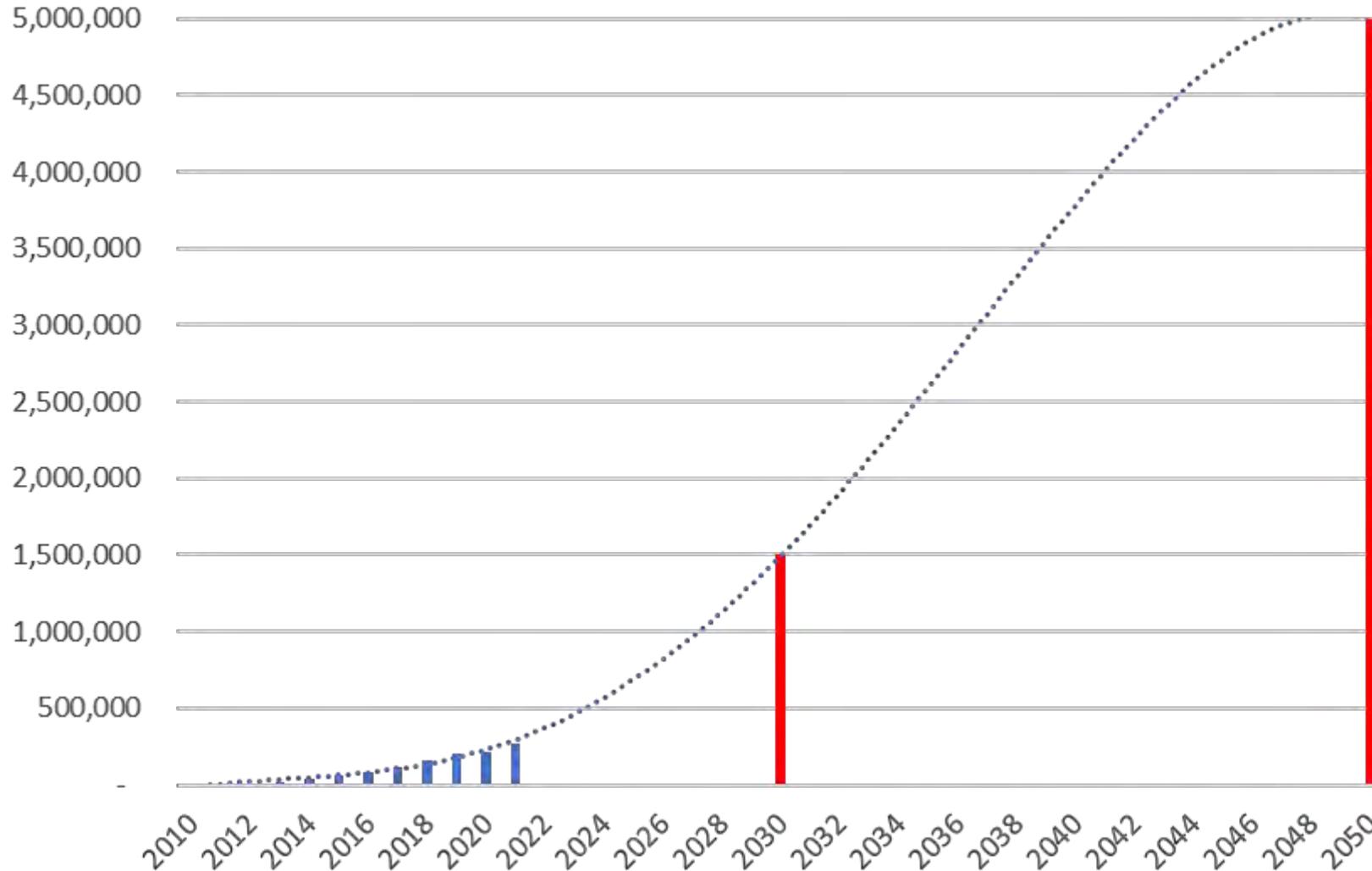
2015: 63,318

2030: 1.5 million



2050: ~5 million

Bay Area ZEVs and Projected Increase to Meet 2050 Goal





CLEAN CARS FOR ALL

Program Overview



Income-qualified residents* who retire an older vehicle



Advanced Technology

- Purchase or lease, new or used
- Hybrid, plug-in hybrid, battery electric, and fuel cell electric vehicles
- Home charger installation or portable charger for plug-in hybrid and battery electric vehicles



Mobility Options

- PEX pre-paid debit card
 - Public transit (Clipper Card)
- Electric bicycles

* ≤400% Federal Poverty Level



Clean Transportation Options	Incentive Amount Available
 Hybrid	\$5,000 - 7,500
 Plug-In Hybrid	\$5,500 - \$9,500 Plus \$2,000 rebate for charger
 Battery Electric	\$5,500 - \$9,500 Plus \$2,000 rebate for charger
 Fuel Cell Electric Vehicle	\$5,500 - \$9,500
 Mobility Option	\$5,000 - \$7,000



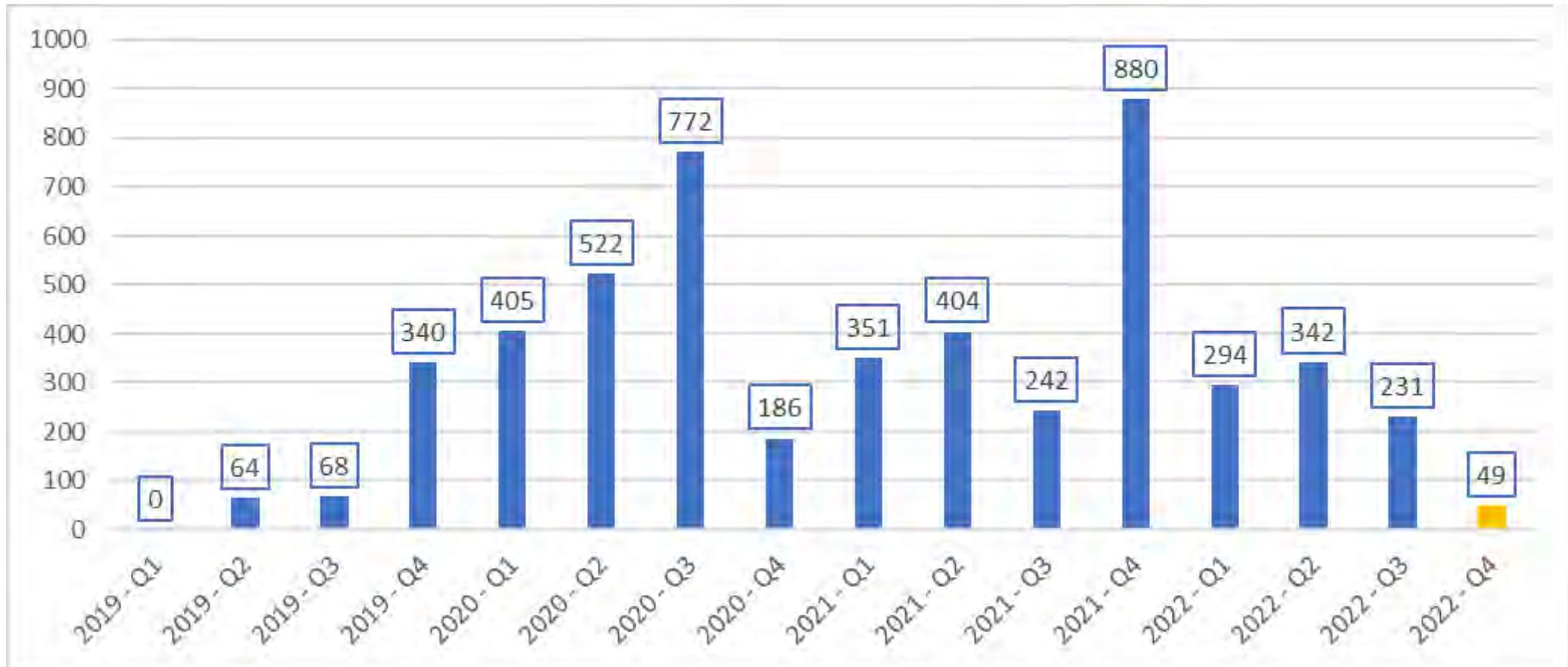
CLEAN CARS FOR ALL

Application Trends



5,150 applications submitted through October 27, 2022

CCFA Applications Submitted per Quarter





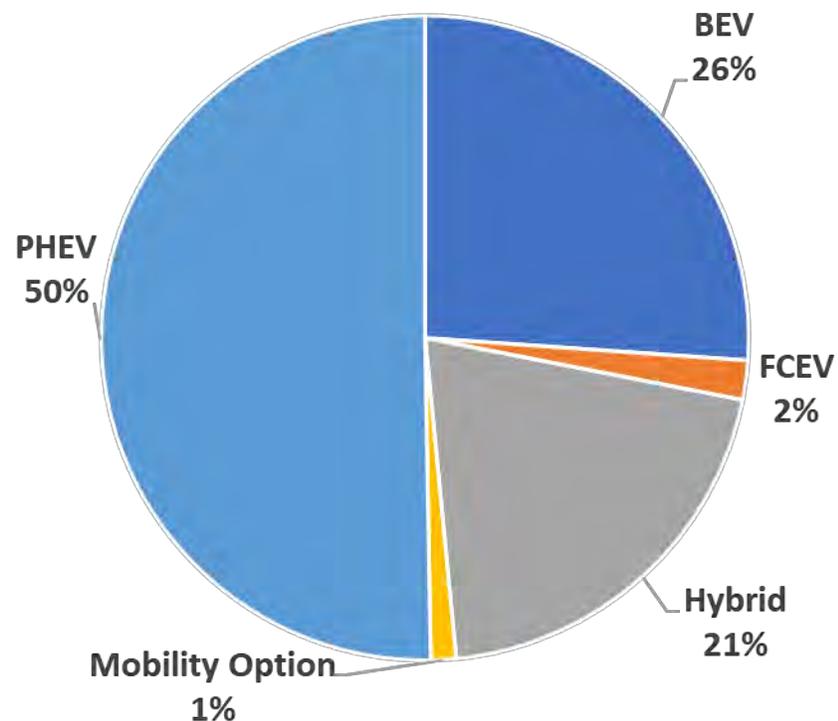
CLEAN CARS FOR ALL

CCFA Program Stats



- Program launched March 2019
- Currently open to 76 disadvantaged zip codes
- Budget - \$45M
 - California Climate Investments, Volkswagen Settlement Funds, Air Quality Improvement Program, Transportation Fund for Clean Air
- Awarded
 - \$29.32 M
 - 3,505 grantees
 - 58 Mobility Options
 - 28 E-Bike
 - 293 EVSE
- Reductions (tpy)
 - 24.14 NO_x + ROG
 - 6,173 CO₂
- 59% in AB 1550 areas

**Awarded
Clean Transportation Options**





CLEAN CARS FOR ALL

Outreach



- Traditional & Social Media
- Targeted mailers
- Events
- Partners – GRID Alternatives, dealers, dismantlers, stakeholders
- Multi-lingual materials and application assistance

EJEMPLOS DE AUTOS QUE CALIFICAN PARA CLEAN CARS FOR



2022 Hyundai Kona - carro eléctrico de batería

ESPECIFICACIONES	DESCLOSE DE LOS COSTOS
• 258 millas de alcance en batería	Precio de lista \$35,570
• Varias velocidades de carga, ver más abajo	Impuestos \$3,343
• Todoterreno subcompacto de cinco asientos	Tarifas \$632
	Clean Cars for All -\$9,500
	CVRP* -\$4,500

Este auto puede califica para una calcomanía de carril de viaje compartido!



CƠ QUAN QUẢN LÝ CHẤT LƯỢNG KHÔNG KHÍ VÙNG VĨNH
 NG. DISTRICTO NG. PAMAMAHALA SA KALIDAD NG. HANGIN NG. BAY AREA
 灣區空氣品質管理局的
 EL DISTRICTO DE CALIDAD DEL AIRE DEL ÁREA DE LA BAHÍA



BAY AREA AIR QUALITY MANAGEMENT DISTRICT'S



CLEAN CARS FOR ALL

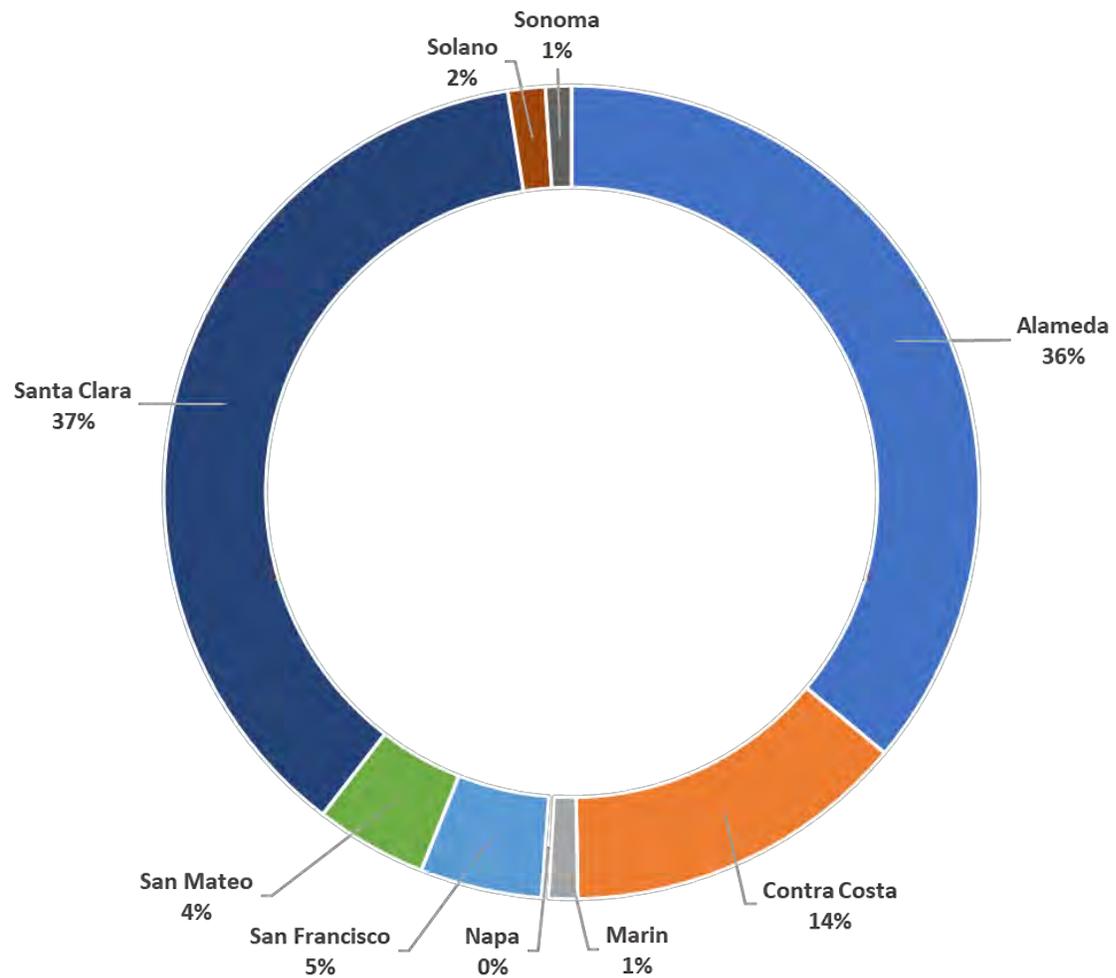
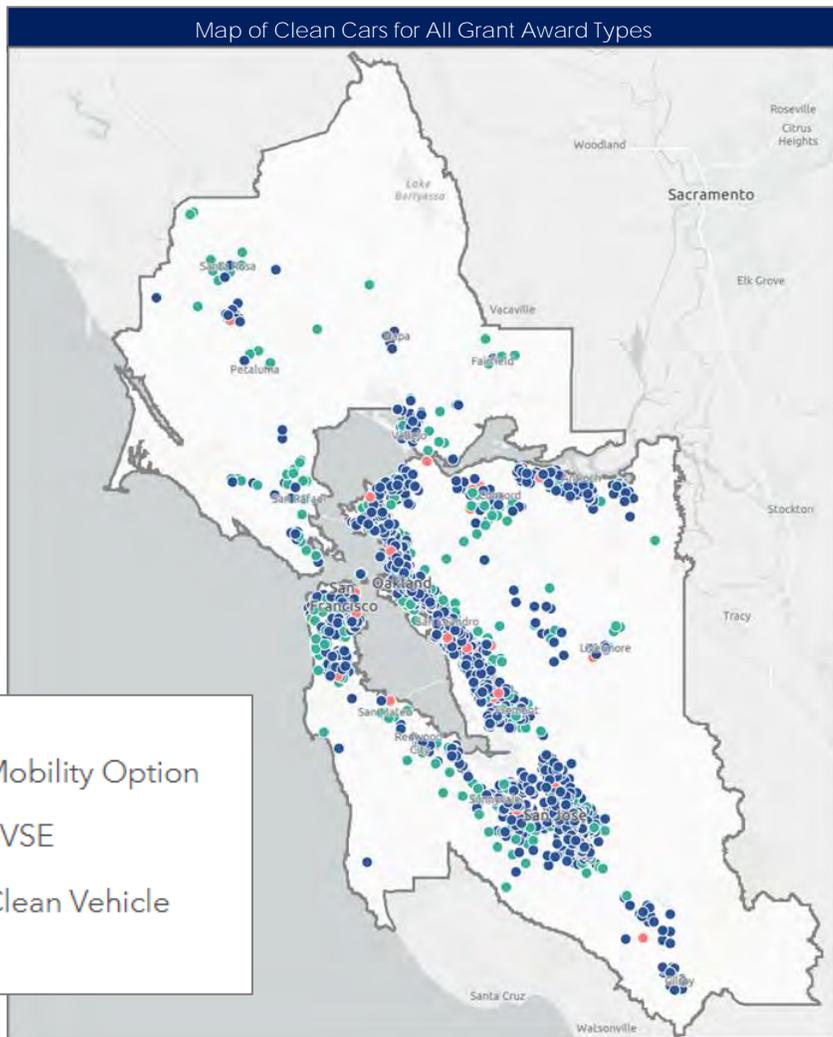
PROGRAM OVERVIEW

Income eligible Bay Area residents can receive up to **\$9,500** to trade in their old vehicle and **purchase or lease an electric vehicle**, or get a **pre-paid card for public transit or e-bikes!**



CLEAN CARS FOR ALL

Geographic Distribution of Awards



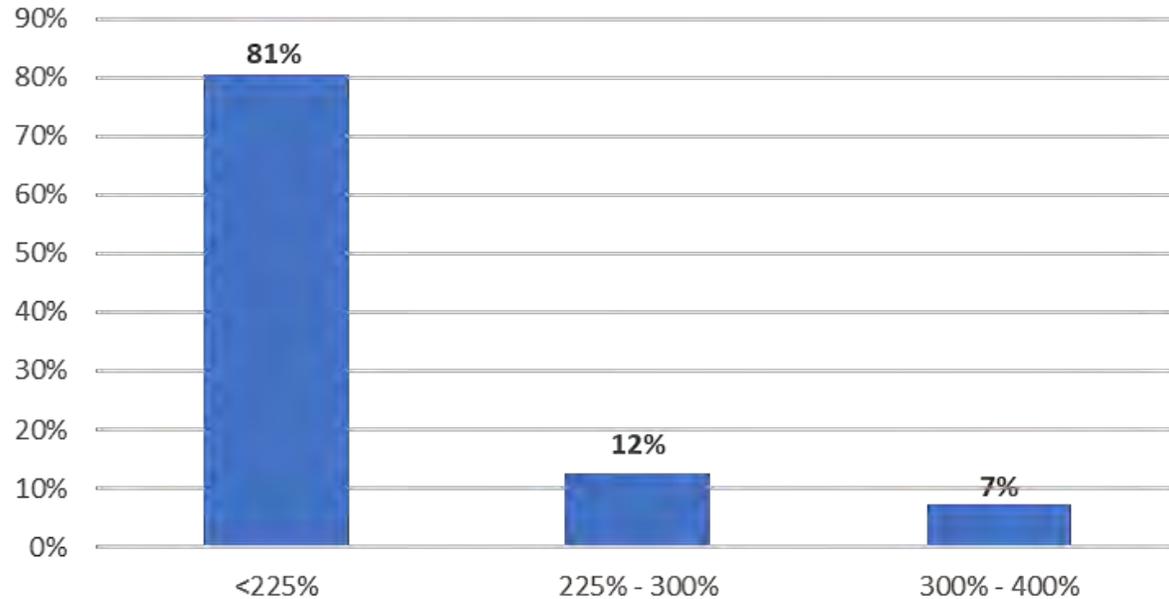


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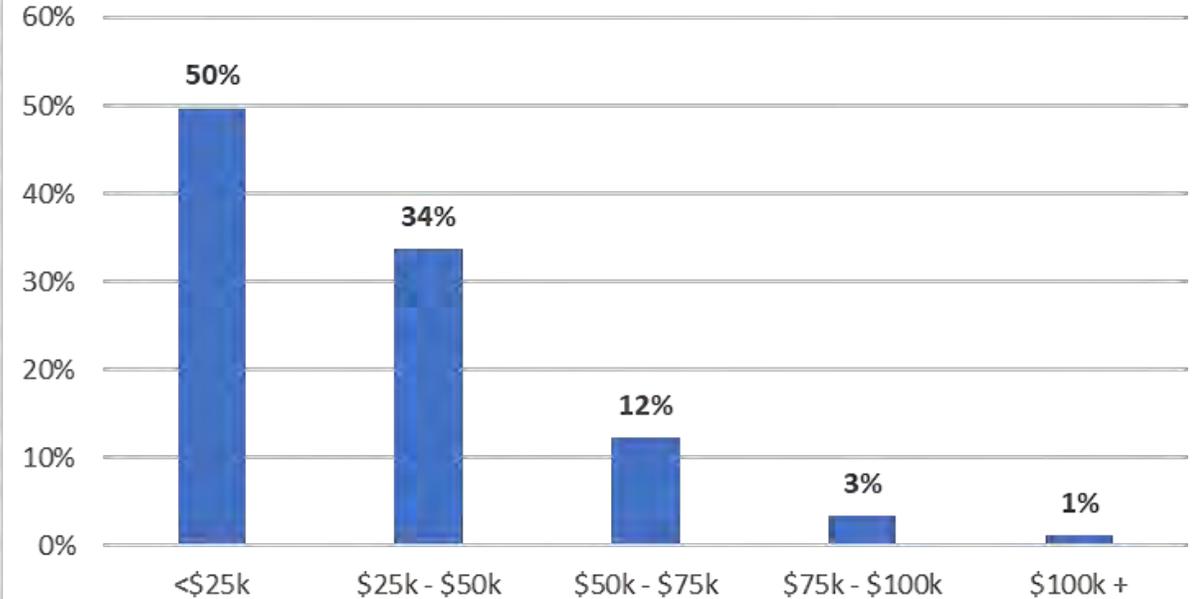
Demographics: Income



Federal Poverty Level



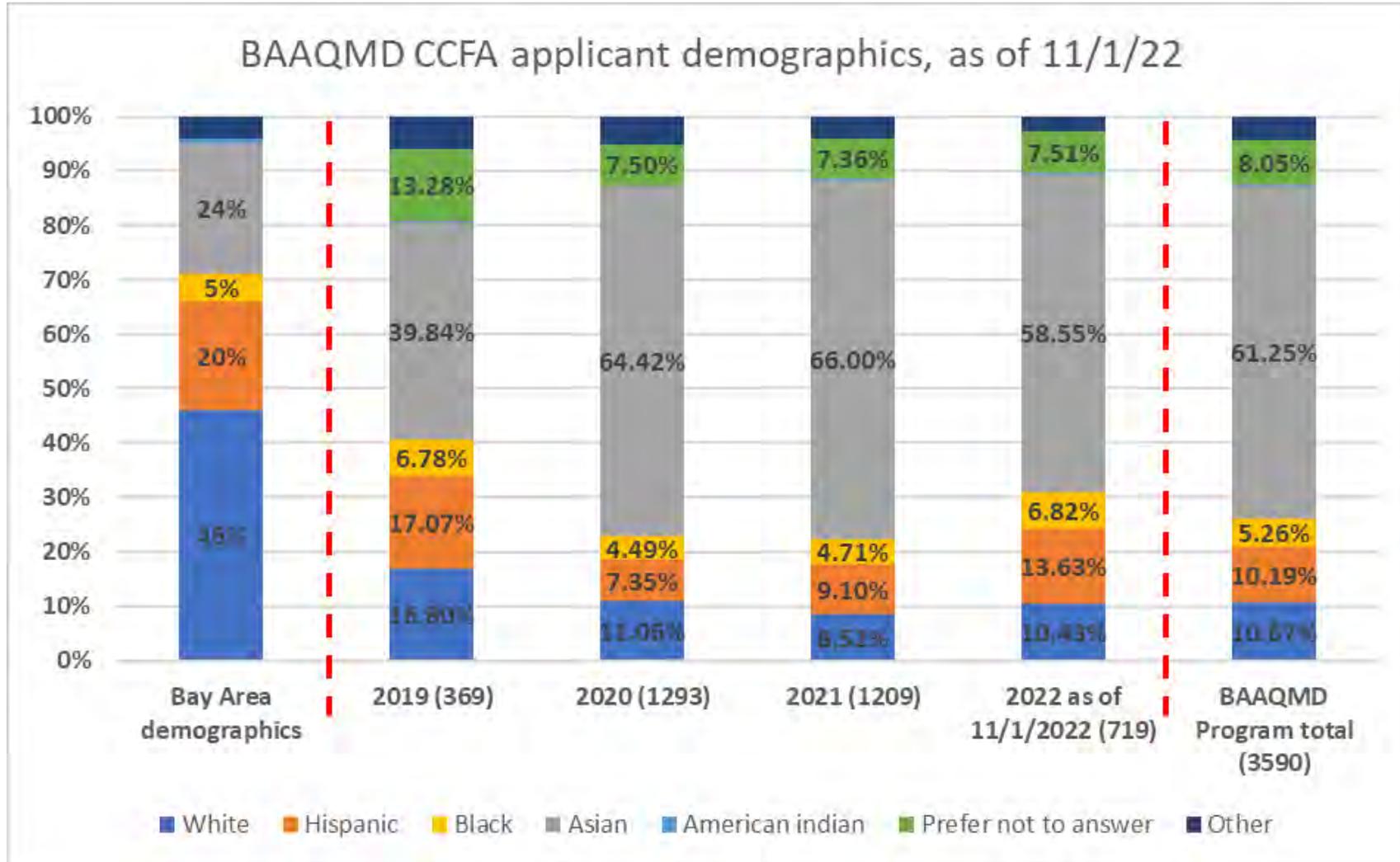
Household Income





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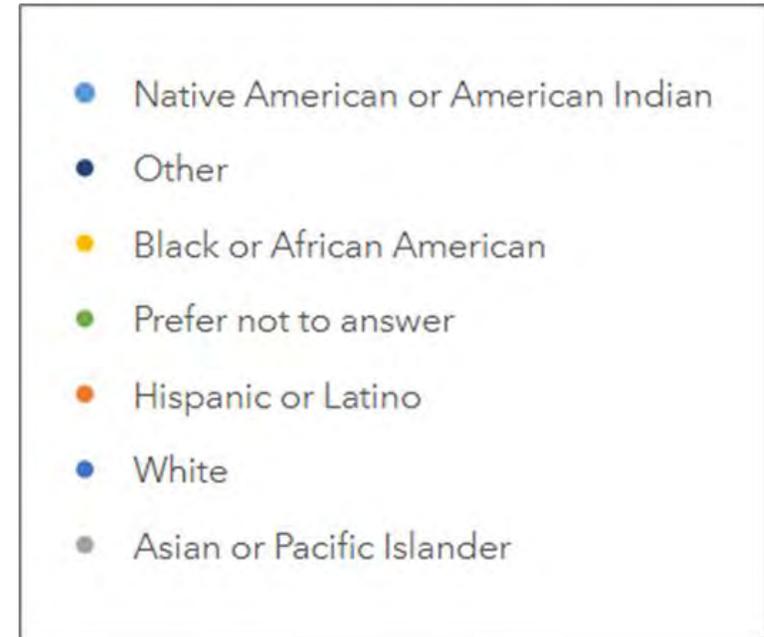
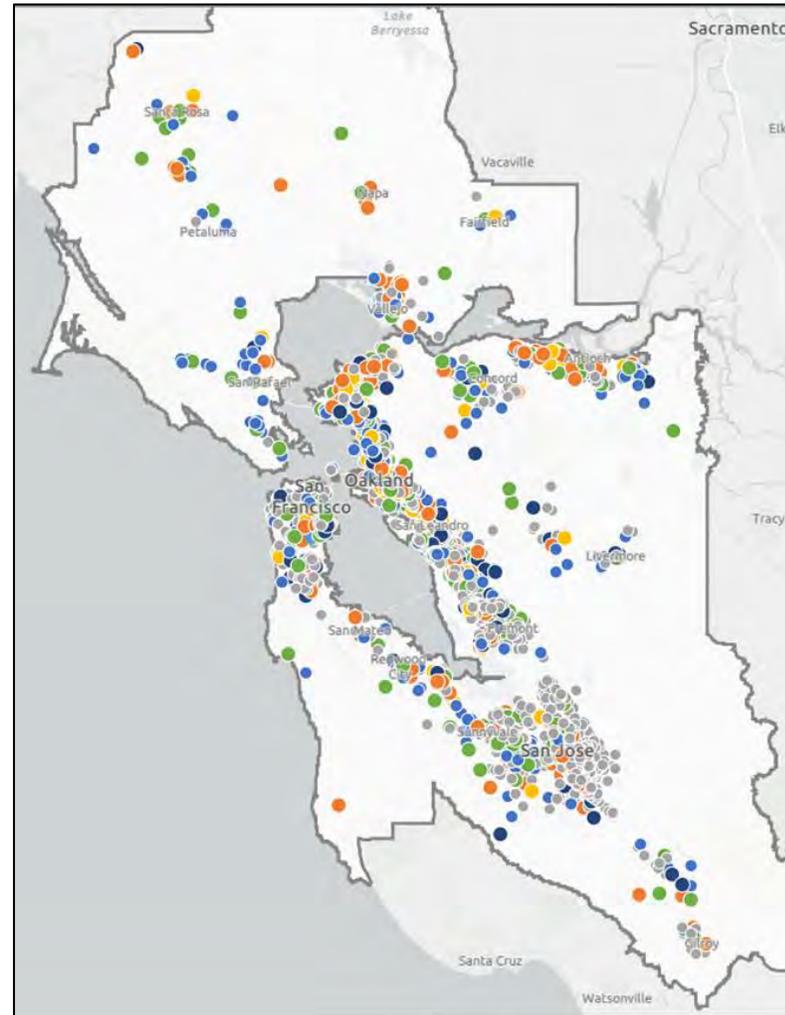
Demographics: Race/Ethnicity





CLEAN CARS FOR ALL

Demographics: Race/Ethnicity (cont.)



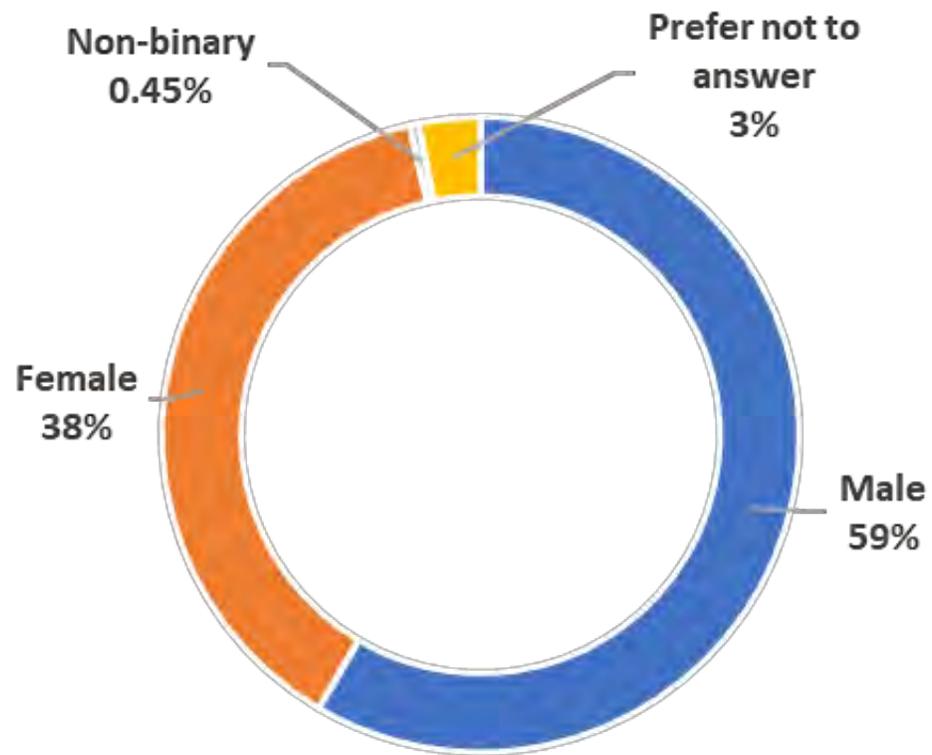


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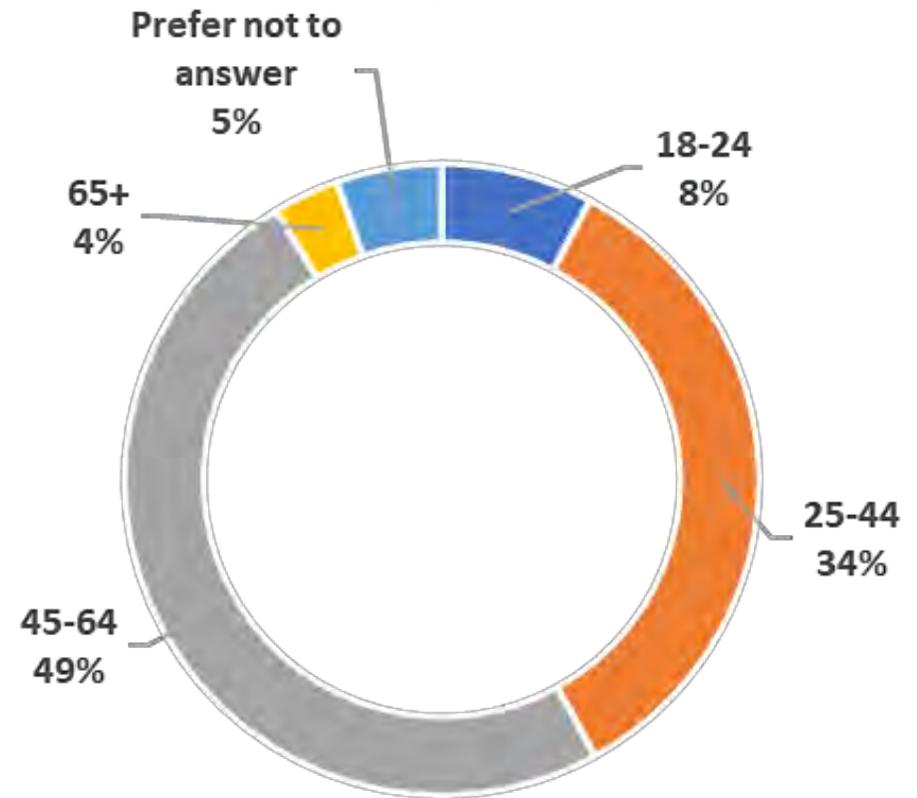
Demographics: Gender & Age



Gender



Age



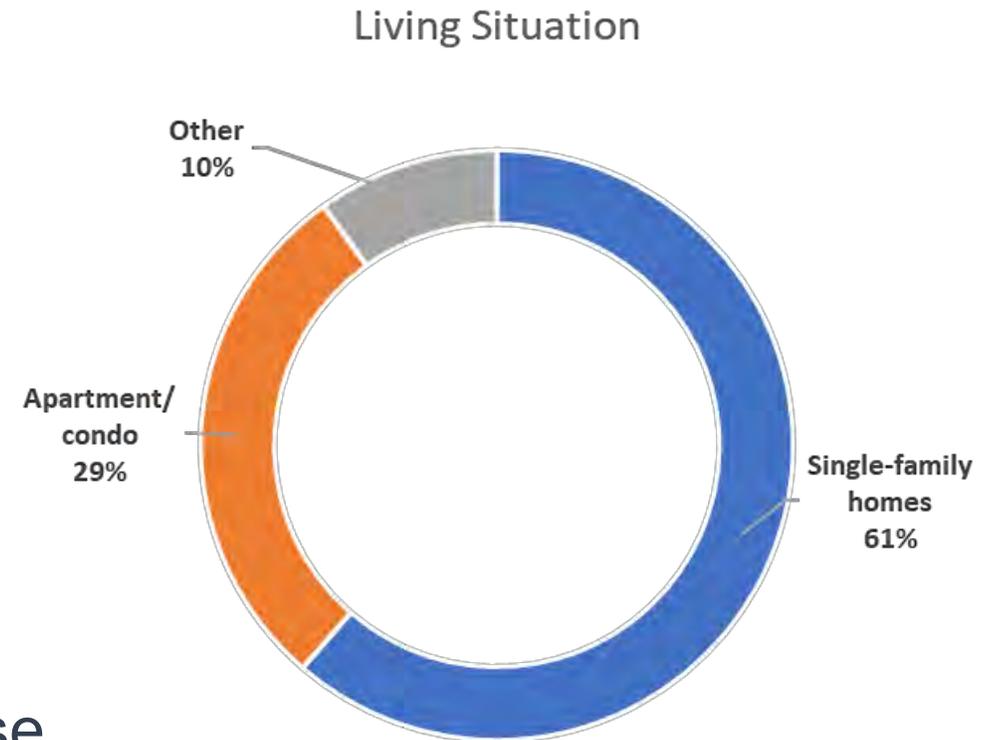


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Additional Participant Data



- Avg. household size: 2.3 people
- Avg. model year vehicle retired: 2000
- Vehicle purchased
 - 62% new vehicle
 - 38% used vehicle
- Avg. vehicle cost: \$33,734
- Avg. incentive awarded: \$8,842
- 68% of participants financed vehicle purchase
- Avg. 4.27% interest rate





**CLEAN CARS
FOR ALL**

Next Steps and Challenges



- Increased support for underserved communities and targeted outreach.
- EV supply chain issues leading to vehicle shortages and high costs.
- Processing times can exceed 90 days with CARB pushing air districts to try to get closer to 2 week turnaround.
- Small value grants, large volumes of applications requiring frequent applicant 1-on-1 assistance.
- Huge increase in program funding.
- Same staffing levels for the life of the program.





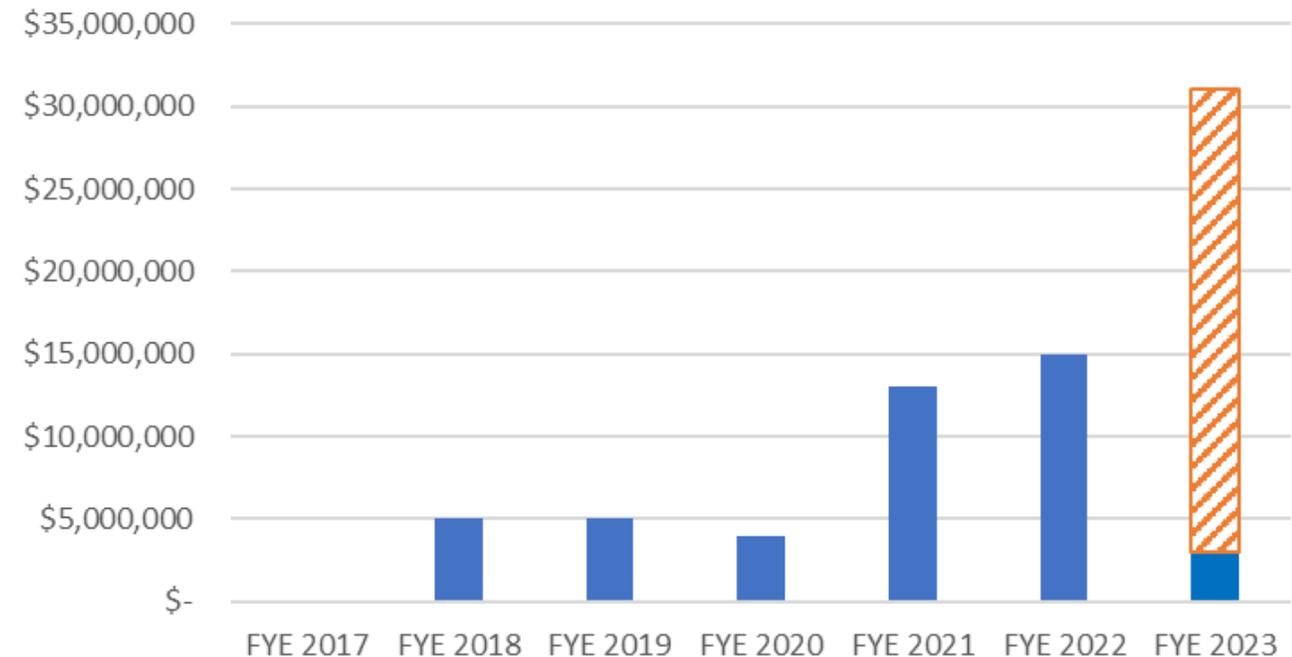
CLEAN CARS FOR ALL

- \$28 M allocation for CCFA
 - 10% Admin + 5% for contractor / applicant assistance
- Program changes
 - Increase in funding amounts
 - Expansion to include non-DACs
 - Focus on lowest-income residents (<300% FPL)
 - Updated survey & data collection
- Staffing support needed

New Revenue



CCFA Program Allocations





**CLEAN CARS
FOR ALL**

Questions/ Discussion



- Questions and Comments



BAY AREA
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AGENDA: 6

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

**Mobile Source and Climate Impacts Committee Meeting
November 28, 2022**

**Hanna Muegge, Senior Staff Specialist
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Action Items



Action items *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.

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)

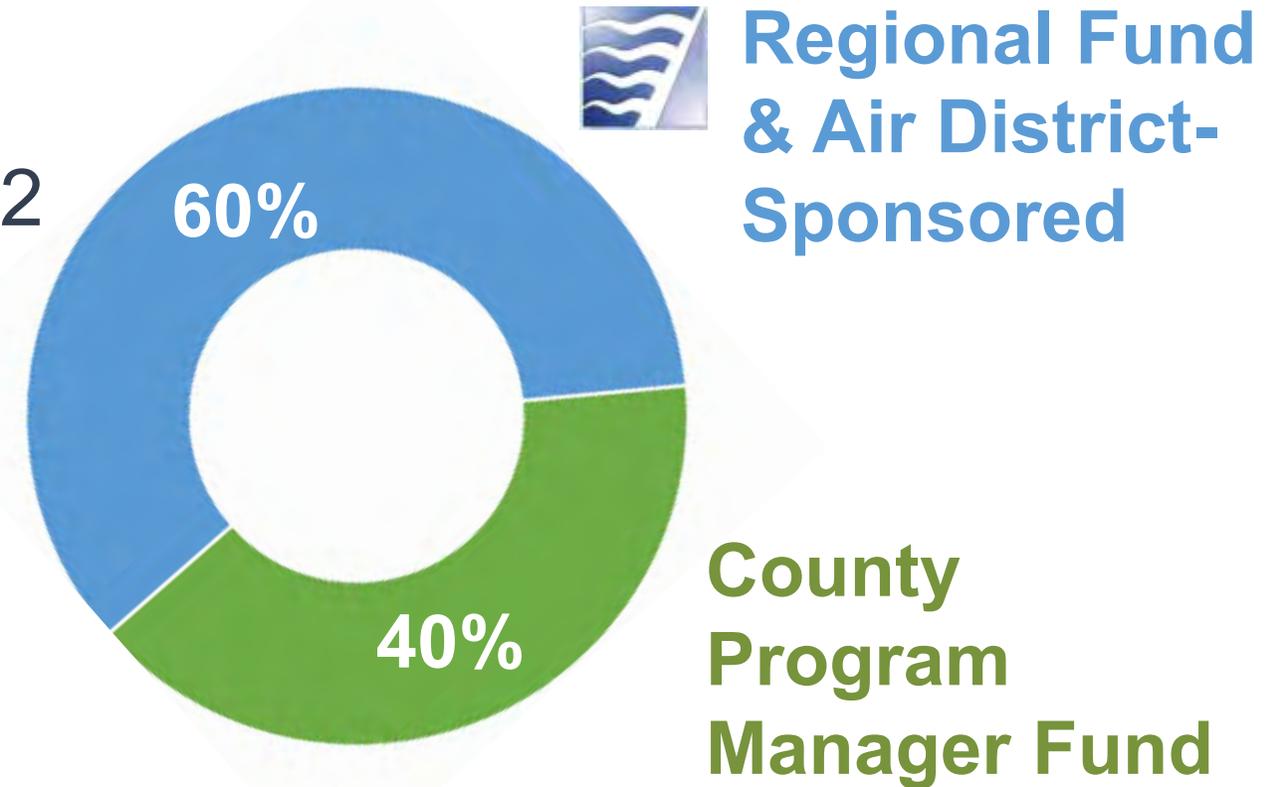
California Air Resources Board
\$76 million

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

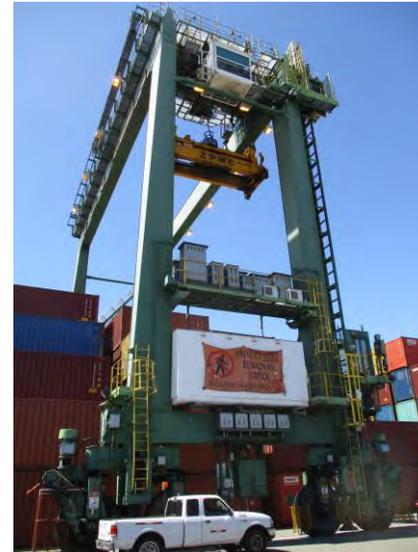


Recommend \$8,057,777 in awards for six projects that:

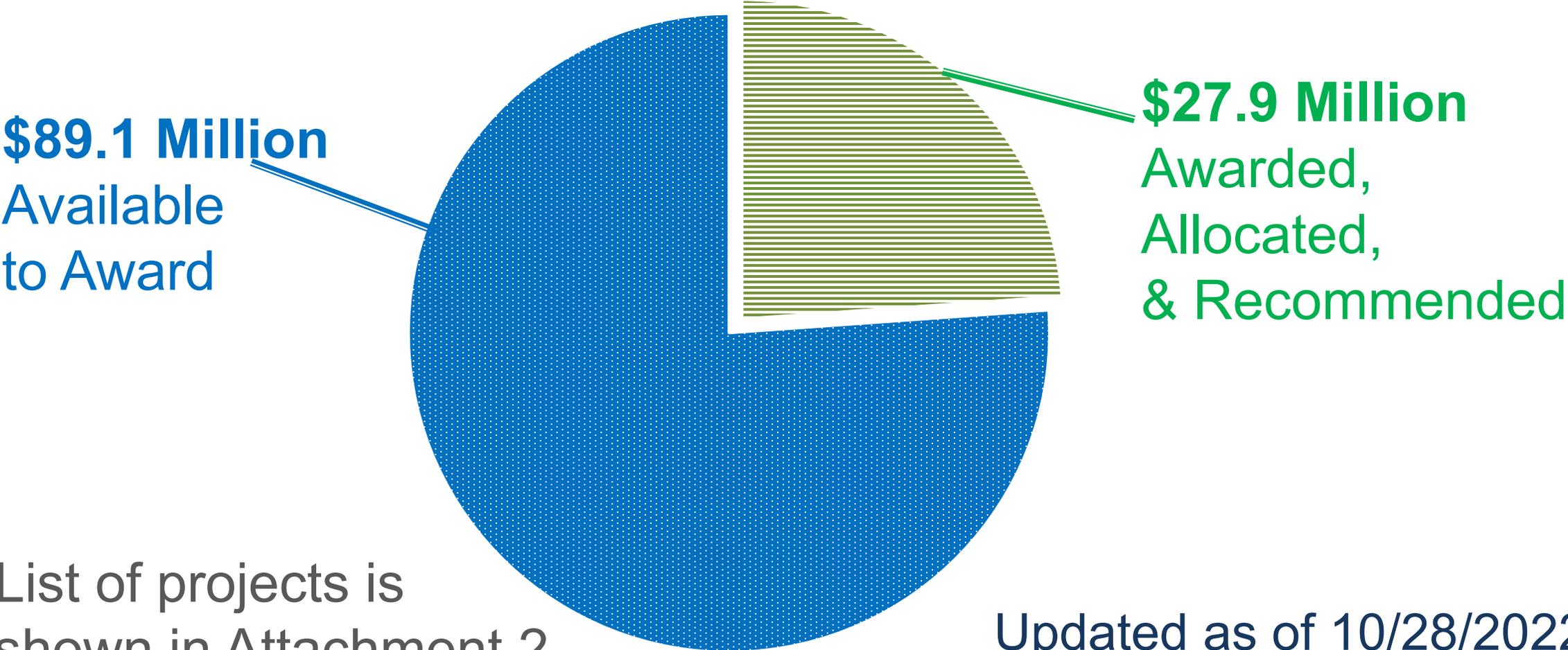
- Install 30 EV truck charging units
- Repower 3 rubber-tired gantry cranes
- Replace one diesel dozer and one diesel excavator
- Replace 9 diesel school buses with electric school buses & install infrastructure

Emissions Reductions

- Over 6.8 tons per year of criteria pollutants



Incentive Funds Awarded & Remaining since July 2022



List of projects is shown in Attachment 2

Updated as of 10/28/2022

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



Total = \$27.9 Million



Light-duty Infrastructure and Cars

Trucks & Buses

School Buses

Off-road Equipment

Marine & Rail

Trip Reduction

\$5.6

\$3.6

\$12.4

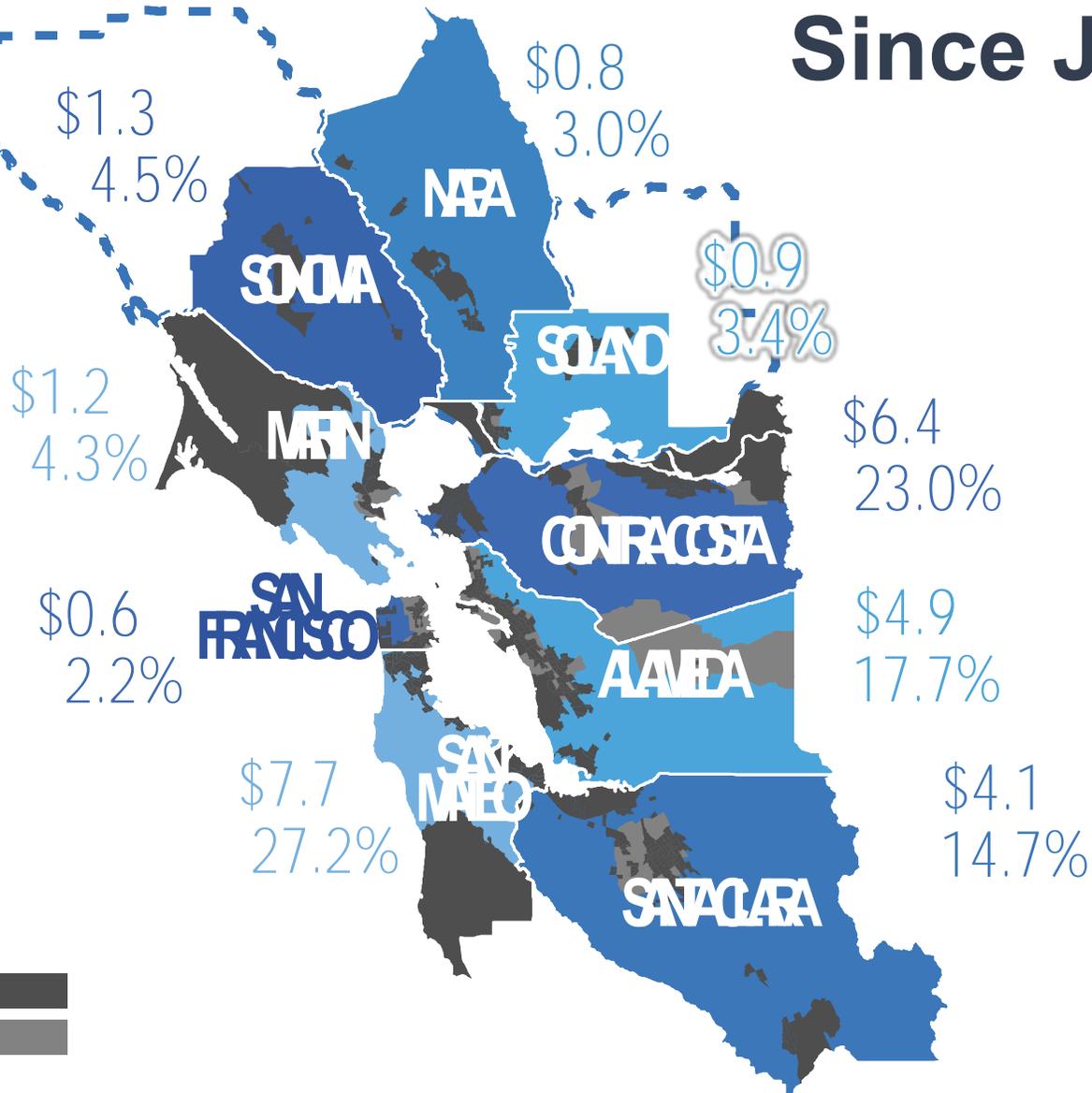
\$3.9

\$0

\$2.4

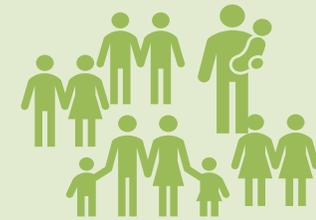
Updated as of 10/28/2022

Funds Awarded by County Since July 2022 (in Millions)



Total = \$27.9 Million*

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



> 96% to CARE areas, disadvantaged and low-income communities, and low-income residents

Updated as of 10/28/2022

Action Items



Action items *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: 7

Acceptance of 2022-2023 Carl Moyer Program Funding from the California Air Resources Board

**Mobile Source and Climate Impacts Committee Meeting
November 28, 2022**

**Daniel Langmaid, Senior Staff Specialist
Strategic Incentives Division**

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Action Items



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

1. Authorize the Bay Area Air Quality Management District (Air District) to accept, obligate, and expend new fiscal year 2022-2023 State funds from California Air Resources Board (CARB) for Carl Moyer Program (CMP) Year 25 (up to \$25 million);
2. Allocate up to \$3.3 million in Mobile Source Incentive Funds to provide the required match funding and additional monies for projects eligible for funding under the CMP guidelines;
3. Adopt a resolution authorizing the Air District's participation in the CMP; and
4. Authorize the Interim Executive Officer/APCO to enter into all agreements necessary to accept, obligate, and expend this funding, and to execute grant agreements and amendments for projects.

Outline



- Background on State Funding Programs
 - Carl Moyer Year 25 (fiscal year 2022-2023)
 - State Reserve
 - Mobile Source Incentive Funds (MSIF)
 - Community Air Protection Program – Incentives (CAP)
 - FARMER
- Historical Trends
- Recommendations

Background: CMP and State Reserve



- **CMP:**

- Created in 1998 to reduce emissions from heavy-duty engines
- On-/Off-Road vehicles/equipment, infrastructure for zero-emission
- Up to \$25 million requested from ARB
- 50% projects benefitting Community Air Risk Evaluation (CARE) areas, disadvantaged communities, and low-income communities
- 6.25% of total funds to cover District administrative expenses

- **State Reserve:**

- The portion of CMP funds awarded to local air districts that are designated by CARB for a specific project type(s).

Background: MSIF, CAP, FARMER (cont.)

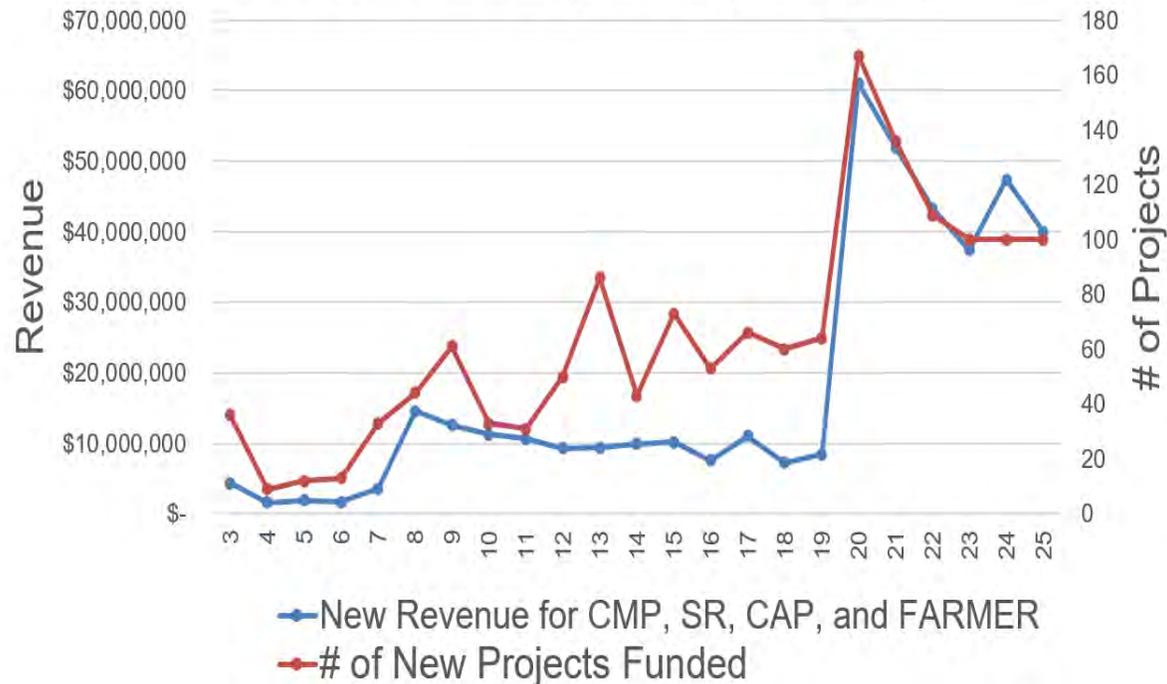


- **Mobile Source Incentive Funds (MSIF):**
 - \$2 vehicle registration surcharge authorized in 2004
 - Up to \$3.3 million (CMP required match)
- **Community Air Protection Program – Incentives (CAP):**
 - Community-focused to benefit disproportionately impacted communities (80% must fund projects in these communities).
 - CMP, Goods Movement-eligible, stationary sources, and community-identified projects.
- **FARMER:**
 - Emission reductions from CMP-qualified projects from the agricultural sector including advanced technology demonstration projects.

State Incentive Funds: Historical Trends Projects and Funding



**Figure 1. CMP/CAP/FARMER Programs
FYE 2001-2023 (CMP Cycles 3-25)**



**Figure 2. 5 Year Totals for CMP/CAP/FARMER
Programs
FYE 2001-2023 (CMP Cycles 3-25)**



Action Items



The Committee Recommend the Board of Directors:

1. Authorize the Air District to accept, obligate, and expend new fiscal year 2022-2023 State funds from CARB for CMP Year 25 (up to \$25 million);
2. Allocate up to \$3.3 million in Mobile Source Incentive Funds to provide the required match funding and additional monies for projects eligible for funding under the CMP guidelines;
3. Adopt a resolution authorizing the Air District's participation in the CMP; and
4. Authorize the Interim Executive Officer/APCO to enter into all agreements necessary to accept, obligate, and expend this funding, and to execute grant agreements and amendments for projects.