



BOARD OF DIRECTORS
TECHNOLOGY IMPLEMENTATION OFFICE STEERING COMMITTEE

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

COMMITTEE MEMBERS

Bud Beebe, Sacramento Municipal Utility District (Retired)
Ahmad Ganji, San Francisco State Industrial Assessment Center
Lynda Hopkins, Air District Board of Directors
Rob Rennie, Air District Board of Directors
Michael Montgomery, San Francisco Bay Regional Water Quality Control Board
Jetta Wong, JLW Advising

THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY ASSEMBLY BILL 361 (RIVAS 2021) ALLOWING REMOTE MEETINGS. THIS MEETING WILL BE ACCESSIBLE VIA WEBCAST, TELECONFERENCE, AND ZOOM. A ZOOM PANELIST LINK WILL BE SENT SEPARATELY TO COMMITTEE OR BOARD MEMBERS

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WEBINAR ID: 811 6510 0597

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TECHNOLOGY IMPLEMENTATION OFFICE STEERING COMMITTEE MEETING AGENDA

FRIDAY, MAY 13, 2022

1:00 PM

1. **Call to Order - Roll Call**
2. **Pledge of Allegiance**
3. **Public Meeting Procedure**

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

This meeting will be webcast. To see the webcast, please visit www.baaqmd.gov/bodagendas at the time of the meeting. Closed captioning may contain errors and omissions and are not certified for their content or form.

***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 matters on the agenda for the meeting, will have two minutes each to address the Committee. No speaker who has already spoken on that item will be entitled to speak to that item again.*

CONSENT CALENDAR (Item 4)

4. Approval of the Minutes of September 17, 2021

The Committee will consider approving the attached draft minutes of the Technology Implementation Office Steering Committee meeting of September 17, 2021.

PRESENTATIONS (Items 5-7)

5. Light-Duty Electric Vehicle Update

This is an informational item and will be presented by Tin Le, Supervising Staff Specialist.

6. Light-Duty Electric Vehicle Charging Update

This is an informational item and will be presented by Danny Fung, Staff Specialist.

7. Climate Tech Finance Statewide Expansion

This is an informational item only and will be presented by Tamara Kohne, Staff Specialist.

OTHER BUSINESS

8. 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 for the meeting, will have two minutes each to address the Committee.

9. 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)

10. Time and Place of Next Meeting

Friday, October 14, 2022, at 1:00 p.m., via webcast, teleconference, or Zoom, pursuant to procedures in accordance with Assembly Bill 361 (Rivas 2021).

11. 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

MAY 2022

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Community Equity, Health and Justice Committee	Thursday	5	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee	Monday	9	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Technology Implementation Office (TIO) Steering Committee	Friday	13	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee - CANCELLED	Monday	16	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Path to Clean Air Community Emissions Reduction Plan Steering Committee	Monday	16	5:30 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Meeting	Wednesday	18	9:00 a.m.	1 st Floor, Board Room (In person option available) <u>and REMOTE</u> pursuant to Assembly Bill 361
Board of Directors Administration Committee	Wednesday	18	11:00 a.m.	1 st Floor, Board Room (In person option available) <u>and REMOTE</u> pursuant to Assembly Bill 361
Board of Directors Budget and Finance Committee - CANCELLED	Wednesday	25	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	26	9:30 a.m.	Webcast only pursuant to Assembly Bill 361

JUNE 2022

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	1	9:00 a.m.	1 st Floor, Board Room (In person option available) and REMOTE pursuant to Assembly Bill 361
Board of Directors Community Equity, Health and Justice Committee	Thursday	2	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting - CANCELLED	Monday	13	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee	Monday	13	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee	Monday	13	2:30 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Meeting	Wednesday	15	9:00 a.m.	1 st Floor, Board Room (In person option available) and REMOTE pursuant to Assembly Bill 361
Board of Directors Administration Committee	Wednesday	15	11:00 a.m.	1 st Floor, Board Room (In person option available) and REMOTE pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee – CANCELLED & RESCHEDULED TO MONDAY, JUNE 13, 2022 AT 2:30 P.M.	Monday	20	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Budget and Finance Committee	Wednesday	22	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee	Thursday	23	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Path to Clean Air Community Emissions Reduction Plan Steering Committee	Monday	27	5:30 p.m.	Webcast only pursuant to Assembly Bill 361

HL 5/4/2022 – 4:10 P.M.

G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Karen Mitchoff and Members
of the Technology Implementation Office Steering Committee

From: Alexander Crockett
Interim Executive Officer/APCO

Date: May 13, 2022

Re: Approval of the Minutes of September 17, 2021

RECOMMENDED ACTION

Approve the attached Draft Minutes of the Technology Implementation Office Steering Committee (Committee) meeting of September 17, 2021.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Technology Implementation Office Steering Committee meeting of September 17, 2021.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Alexander Crockett
Interim Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

ATTACHMENTS:

1. Draft Minutes of the Technology Implementation Office Steering Committee Meeting of September 17, 2021

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

DRAFT MINUTES

Summary of Board of Directors
Technology Implementation Office Steering Committee Meeting
Friday, September 17, 2021

1. CALL TO ORDER – ROLL CALL

The meeting of the Technology Implementation Office (TIO) Steering Committee (Committee) was called to order by Rob Rennie, Air District Board member, at 1:03 p.m.

Present: Committee Chairperson Cindy Chavez; Board of Directors (Board) Member Rob Rennie; and Members Bud Beebe, Ahmad Ganji, and Jetta Wong.

Absent: Members Mark Cupta and Michael Montgomery.

2. CLIMATE TECH FINANCE: POTENTIAL STATEWIDE EXPANSION (OUT OF ORDER, ITEM 3)

Damian Breen, Senior Deputy Executive Officer of Operations, introduced Derrick Tang, Technology Implementation Office Manager, who gave the staff presentation *Climate Tech Finance: Potential Statewide Expansion*, including: outcome; requested action; outline; program overview; program growth; key areas for growth; scale up technology and impact evaluation; expand network of climate entrepreneurs and climate lenders; introduce new financial products; and feedback requested.

NOTED PRESENT: Chair Chavez was noted present at 1:15 p.m.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether the California Infrastructure and Economic Development Bank (IBank) has provided the Air District with data on the demand for larger loan guarantees, what the Air District's next steps would be to move toward larger loan guarantees, and whether that would be part of the State Small Business Credit Initiative; how the Air District plans to manage the administrative funding for Bay Area climate projects separately from funding for statewide projects; the desire to see increased loan limits; whether project applicants have expressed their desire for increasing the loan guarantee; the total number of companies of the program pipeline; to whom the network of climate lenders typically lends, and key factors that

makes the lenders interested in prospective applicants; and how to identify projects with shared characteristics for more efficient lender matching.

Committee Action

None; receive and file.

3. CLIMATE TECH FINANCE: RACIAL EQUITY FRAMEWORK (ITEM 4)

Mr. Tang gave the staff presentation *Climate Tech Finance: Racial Equity Framework*, including: outcome; requested action; outline; racial equity framework; initial themes for programs striving for equity; collect the right data; emphasize technical assistance; invest in developing relationships with communities to increase participation; explore potential changes to program policies and design; establish priorities to scale up work that advances racial equity; and feedback requested.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed how the Air District plans to reach out to potential applicants in disadvantaged communities and encourage them to apply for the Climate Tech Finance program; the suggestion of reaching out to the California and United States Environmental Protection Agencies to learn from similar work they may have already done or tools they have to help in this area (financing climate projects in disadvantaged communities); the desire of the Committee members to contribute to the Air District’s list of organizations to partner with; how virtual convenings (due to the pandemic) are affecting business loan trends; the suggestion of looking for existing examples of user-friendly web portals and online tools created by local jurisdictions (cities and counties); the need to increase the Air District’s budget to properly resource the Climate Tech Finance program, and possible mid-year budget reviews; the need for technical interpreters (an entity separate from the Air District) that can assist disadvantaged communities who are interested in applying for the Climate Tech Finance program; how the Air District can leverage its outreach based on the experience of internal leadership racial (concerning racial equity, diversity, and inclusion); weighing technical assistance against financial incentives when trying to broaden a program; and the suggestion of conducting an evaluation of the effectiveness of the Air District’s technical assistance and then applying that technical assistance to other Air District programs.

Committee Action

None; receive and file.

4. APPROVAL OF THE MINUTES OF MAY 28, 2021 (ITEM 2)

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Chair Chavez made a motion, seconded by Director Rennie, to approve the Minutes of May 28, 2021; and the motion carried by the following vote of the Committee:

AYES: Beebe, Chavez, Ganji, Rennie, Wong.
NOES: None.
ABSTAIN: None.
ABSENT: Cupta, Montgomery.

5. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

6. COMMITTEE MEMBER COMMENTS

None.

7. TIME AND PLACE OF NEXT MEETING

During the meeting, the time and place of the next meeting was scheduled for Thursday, December 9, 2021, at 1:00 p.m., via webcast, pursuant to procedures in accordance with Assembly Bill 361. After the meeting adjourned the new time and date of the next meeting became May 13, 2022.

8. ADJOURNMENT

The meeting adjourned at 2:21 p.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Karen Mitchoff and Members
of the Technology Implementation Office Steering Committee

From: Alexander Crockett
Interim Executive Officer/APCO

Date: May 13, 2022

Re: Light-Duty Electric Vehicle Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Wide-scale adoption of electric vehicles (EVs) and electrification of all types of transportation are essential to achieving local, state, and federal emission reduction targets for greenhouse gases and criteria pollutants. California has set a goal of five million EVs sold by 2030, and the Bay Area has set a target of 90% of vehicles in the Bay Area being zero emissions by 2050. The Bay Area and California also share the goal to cut greenhouse gas emissions to 80% below 1990 levels by 2050.

At the end of 2020, there were a total of 214,928 EVs registered and operating on Bay Area roads, representing 3.9% of the region's light-duty fleet, according to data from the California Energy Commission. Of those EV registrations in the Bay Area, 64% were battery electric vehicles (BEVs), 35% were plug-in hybrid vehicles (PHEVs), and 1% were fuel cell electric vehicles (FCEVs). As of March 31, 2022, 16.3% of new sales in California were EVs and cumulative Bay Area EV sales were at 383,348 vehicles, signaling a continued interest in EVs locally and across the state. This increased demand for EVs and supply chain shortages during the past year have contributed to limited vehicle supply and rising sales prices at dealerships, which have made incentives a key to vehicle affordability.

To reach California and Bay Area EV adoption goals, significant acceleration in the market is required, especially to move beyond early adopters and beyond regions where EVs are currently concentrated. EV outreach, education, and incentives need to be focused on low-income communities that are disproportionately burdened by air pollution.

The Air District's Clean Cars for All (CCFA) Program supports the Bay Area and California's climate goals by replacing older, high-emitting vehicles with newer, cleaner vehicles, or mobility options, including electric bikes and public transit. The Committee will receive an update on the program and its efforts to provide equitable access to EVs and clean transportation in the region.

DISCUSSION

CCFA Program

CCFA is a voluntary program in which eligible income qualified consumers living in communities disproportionately burdened by air pollution can receive up to \$9,500 to retire their older high-polluting vehicle and replace it with a cleaner and more fuel-efficient vehicle. Eligible vehicles include conventional hybrid vehicles, plug-in hybrid vehicles, battery electric vehicles, and fuel cell electric vehicles. Consumers may also select the mobility option, which includes a pre-paid debit card for public transit or to purchase electric bicycles (e-bikes). Consumers that purchase an eligible vehicle through the program may receive a rebate of up to \$2,000 for electric vehicle service equipment.

The Air District launched the CCFA program in March 2019 with an initial \$5 million grant and has been allocated a total of \$42 million in program funding to date. CCFA receives funding from a variety of sources, including California Climate Investments (the state's Cap-and-Trade program), Volkswagen Mitigation Fund, and the Air District's Transportation Fund for Clean Air, which is funded by a \$4 Department of Motor Vehicles surcharge on vehicle registration. Interest and demand for CCFA remains high with 3,698 applications received and \$23.6 million awarded to 2,819 projects since the program's inception.

CCFA is a critical incentive program to increase equitable access to EVs in the Bay Area. Despite high program participation rates, the program has faced challenges with participant diversity and vehicle shortages that have prevented participants with grant awards from purchasing affordable vehicles. Community engagement and targeted outreach continue to be a priority for the program and the Air District is working with community groups on strategies to increase participation in underserved communities, particularly in Black and Latinx communities. To address limited vehicle supply at dealerships, the Air District released a request for qualifications at the end of April to add additional dealerships to the authorized dealership network.

Other EV Incentives

Staff provides information to participants on other incentives (administered by other entities) available in the Bay Area to maximize consumer savings and increase vehicle affordability.

Some incentives may be stacked with CCFA funds and others are available to residents living outside of disadvantaged communities. Below are some of the EV incentives that may be available to Bay Area residents:

- California Clean Vehicle Rebate Project - <https://cleanvehiclerebate.org/eng>

Offers rebates of up to \$7,000 for the purchase or lease of new, eligible zero-emission vehicles. May be combined with CCFA.

- Clean Vehicle Assistance Program - <https://cleanvehiclegrants.org/>

Provides grants up to \$5,000 and affordable financing to help low-income Californians purchase a new or used hybrid or electric vehicle. Cannot be stacked with CCFA.

- Driving Clean Assistance Program - <https://communityhdc.org/dcap/>

Offers up to \$5,000 toward the purchase of an eligible advanced technology vehicle. Provides financing through Travis Credit Union and Beneficial State Bank. Cannot be stacked with CCFA.

- MCEv Program - <https://www.mcecleanenergy.org/ev-drivers/>

Eligible MCE customers may receive a \$3,500 EV rebate (post-purchase) to lower the price of new electric vehicles. May be combined with CCFA.

- Peninsula Clean Energy Used EVs - <https://www.peninsulacleanenergy.com/usedev/>

San Mateo County residents can receive a rebate of up to \$4,000 to offset the purchase price of a used EV. Residents must apply prior to purchasing their EV to be eligible. Only \$1,700-\$2,000 can be stacked with Clean Cars for All.

- California Clean Fuel Reward - <https://cleanfuelreward.com/>

Offers up to \$750 off the purchase or lease of an eligible new Battery Electric (BEV) or Plug-in Hybrid (PHEV) vehicle.

- Federal Tax Credit - <https://www.fueleconomy.gov/feg/taxevb.shtml>

All-electric and plug-in hybrid cars purchased in or after 2010 may be eligible for a federal income tax credit of up to \$7,500. The credit amount will vary based on the capacity of the battery used to power the vehicle and the manufacturer of the vehicle

- High-Occupancy Vehicle (HOV) Lane Access - <https://www.dmv.ca.gov/portal/vehicle-registration/license-plates-decals-and-placards/clean-air-vehicle-decals-for-using-carpool-lanes/>

The Program authorizes a qualifying vehicle that meets specified emissions standards to be issued a CAV decal to allow single occupancy use of High Occupancy Vehicle (HOV or carpool) lanes.

- FasTrak Discount - <https://www.bayareafastrak.org/en/support/clean-air-vehicle.shtml>

Eligible Clean Air Vehicles (CAVs) receive discounts on all state-owned Bay Area toll bridges (but not the Golden Gate Bridge) and toll-free travel in express lanes.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Alexander Crockett
Interim Executive Officer/APCO

Prepared by: Deanna Yee, Tin Le
Reviewed by: Anthony Fournier

ATTACHMENTS:

None

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Karen Mitchoff and Members
of the Technology Implementation Office Steering Committee

From: Alexander Crockett
Interim Executive Officer/APCO

Date: May 13, 2022

Re: Light-Duty Electric Vehicle Charging Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Wide-scale adoption of electric vehicles (EVs) and electrification of all types of transportation are essential to achieving local, state, and federal emission reduction targets for greenhouse gases and criteria pollutants. California has set a goal of 250,000 EV chargers and 1.5 million EVs sold by 2025, five million EVs sold by 2030, and to phase out sales of most conventional vehicles by 2035. The Bay Area has set a target of 1.5 million zero-emissions vehicles by 2030 and 90% of vehicles in the Bay Area being zero emissions by 2050. The Bay Area and California also share the goal to cut greenhouse gas emissions to 80% below 1990 levels by 2050. At the end of 2020, there were a total of 214,928 EVs registered and operating on Bay Area roads, representing 3.9% of the region's light-duty fleet according to data from the California Energy Commission (CEC). Of those EV registrations in the Bay Area, 64% were battery electric vehicles (BEVs), 35% were plug-in hybrid vehicles (PHEVs), and 1% were fuel cell electric vehicles (FCEVs).

To support the increase of EVs needed to achieve Bay Area and California goals, significant investments in EV infrastructure are needed. The National Renewable Energy Laboratory (NREL) [EV Infrastructure Projection Tool](#) estimates that the Bay Area needs over 30,000 charging ports in 2022. According to the U.S. Department of Energy's [Alternative Fuels Data Center](#), there are approximately 11,917 (17 Level 1, 9,967 Level 2 and 1,933 DC Fast) publicly available charging ports across the Bay Area as of April 15, 2022. Figure 1 shows a breakdown of these publicly available chargers by county in the Bay Area. The Bay Area has less than half of the chargers it needs to support targets by NREL.

Additional charging stations will be needed to accommodate future growth in the EV market to achieve the ambitious Bay Area goals and to support a broader range of Bay Area residents. Figure 2 shows a map of publicly available charging stations in the Bay Area. The chargers are generally located in urban areas and around transportation corridors. An individual or

household's charging needs are related to their type of residence, with drivers in single-family homes being much more likely to have home charging compared to those living in apartments or multi-unit dwellings (MUDs). Those that live in single-family homes are more likely to purchase EVs due to higher income levels and the ability to charge the vehicle at home. In the Bay Area, over one-third (36%) of housing units are in MUDs. To extend the EV market beyond those living in single-family homes, the Bay Area must expand public charging infrastructure and charging at MUDs.

CALGreen, California's first green building code (California Code of Regulations, Title 24, Part 11), sets requirements for installing EV Capable infrastructure in new residential and nonresidential buildings. The current CALGreen code requires that new construction multi-unit dwellings (MUD) include EV Capable infrastructure in at least 10% of parking spaces, rounded up, meaning that they must have raceway and panel capacity installed. Additionally, CALGreen requires that about 6% of parking spaces in new nonresidential buildings must be EV capable. CALGreen only applies to new constructions, meaning that existing buildings pose a significant gap in this policy approach. On April 20, 2022, the Air District's Board of Directors adopted updated California Environmental Quality Act (CEQA) thresholds for evaluating the significance of climate impacts from land use projects and plans, which includes requirements for off-street electric vehicle requirements that align with CALGreen's policies.

The Air District's *Charge!* Program, other grant programs supporting EV infrastructure, and regional policies play a critical role in increasing the number of charging stations to support the Bay Area's growing EV fleet. As part of this presentation, the Committee will receive updates about the latest *Charge!* Program solicitation and additional efforts taken to support EV charging infrastructure in the region.

DISCUSSION

Air District Grant Programs

The [Charge! Program](#) is funded with motor vehicle registration surcharge fees (Health and Safety Code, Section 44225) administered through the Air District's Transportation Fund for Clean Air (TFCA) and Mobile Source Incentive Fund (MSIF). This year there was \$7M available for *Charge!* projects with a portion reserved for MUDs located in Assembly Bill 617 (AB 617) communities.

The *Charge!* Program provides grant funding to offset the cost of purchasing and installing new publicly accessible chargers for light-duty EVs, at workplaces, destinations, transit parking locations, along transportation corridors, and at MUD facilities. The Air District has administered the *Charge!* Program since 2016 and has awarded over \$17M to support more than 3,321 Level 2 charging ports and 445 DC Fast chargers throughout the Bay Area.

The 2022 *Charge!* Program was a competitive solicitation that launched on December 7, 2021, and closed on March 1, 2022. A total of \$7M in grant funding was available for organizations, including governments, businesses, and nonprofits. The 2022 *Charge!* Program prioritizes projects located at MUDs, affordable and below market-rate housing, environmental justice communities, and in regions with lower EV charger density. Staff are currently in the process of

evaluating 2022 *Charge!* Program applications and plan to present project recommendations to the Mobile Source & Climate Impacts Committee in May.

Throughout the Bay Area there are areas that have a high density of publicly available EV chargers, as well as regions where EV charging is scarce. EV charging appears to be sparse in lower-income areas, where residents experience a disproportionately high burden to environmental pollution. Figures 3, 4, and 5 show that there is limited access to public EV chargers in East Oakland, West Oakland and Richmond, which are AB 617 communities. Figure 6 shows that there is limited access to public EV chargers in Vallejo, which is a future community for AB 617 consideration. The *Charge!* Program aims to expand EV charging access in these regions.

Additionally, the Air District recently administered \$5M in Volkswagen Environmental Mitigation Trust funding as part of a state-wide program to expand EV charging infrastructure. Other EV infrastructure programs that have invested in the Bay Area charging network include CALeVIP, CEC, and Electrify America. Community Choice Aggregations and utilities also provide incentives for customers to support Bay Area EV infrastructure, such as Marin Clean Energy, Pacific Gas & Electric Company, Silicon Valley Power, and Sonoma Clean Power.

EV Council

The Air District and the Metropolitan Transportation Commission (MTC) established the EV Council to serve as a staff-level, peer-to-peer forum to guide the development of the Bay Area Plug-In EV Readiness Plan in 2011. Since the adoption of the PEV Readiness Plan in 2013, the EV Council has continued to serve as a venue for members to discuss EV-related emerging trends and to share information and best practices from their experiences in implementing projects that support accelerated EV adoption within their communities. Since 2015, the EV Council has grown from approximately 70 city/county staff contacts to over 460 members representing a cross-section of EV stakeholders. The members include auto manufacturers, city/county staff and transit authorities, charging infrastructure and technology companies, federal and state government agencies, regional entities, sustainability/environmental/climate change/other interest groups (i.e., labor, disadvantaged communities, etc.), and utilities and Community Choice Aggregators. The EV Council includes participation from each of the nine counties within the Bay Area.

Multi-Unit Dwelling Technical Assistance Pilot with StopWaste

To support the increase of EVs needed to achieve Bay Area and California emissions reduction goals, significant investments in EV infrastructure are needed, particularly for MUDs in AB 617 communities. The Air District's Bay Area EV Acceleration plan performed market research and focus groups to understand barriers preventing property managers and landlords from installing EV charging at MUDs. The main reasons provided by property managers and landlords were a lack of time to research EV charging, and uncertainty about cost and upgrade requirements. They suggested that technical assistance, including site assessments, would help increase installations of EV charging at MUDs.

On October 15, 2021, the Air District contracted with Alameda County Waste Management Authority (StopWaste), to perform outreach and technical assistance for MUDs in West Oakland

and Richmond/San Pablo. Partnering with StopWaste allows the Air District to leverage their connections with existing multi-family building owners and experience as the lead implementer for the BayREN multifamily programs, which include a multifamily rebate and technical assistance program for energy efficiency projects. Energy Conservation Options (ECO), a StopWaste sub-contractor, is a local business that is well connected with the West Oakland and Richmond AB 617 communities. This project will prioritize these communities and experience has shown that having existing relationships and employing contractors from these communities increases the ability to integrate local knowledge and meet community needs. StopWaste and partners have hosted informational webinars and are currently offering free technical site assessments to MUD property owners. Air District staff and ECO have engaged with the Oakland Housing Authority and hope to provide technical assistance to two public housing MUDs in West Oakland.

Additional Efforts

In 2021, the Air District released its [Bay Area EV Acceleration Plan](#) (Plan). This Plan aims to update and supplement the 2013 Readiness Plan and includes an update on the EV ecosystem, results of our EV market research study, recommendations to address the barriers to EV adoption, and strategies to increase racial and social equity in the EV market. The Plan is the result of collaboration among Bay Area EV stakeholders, local and regional government agencies, and community outreach and participation. The Plan intends to help the Bay Area achieve the EV goals described in the Air District's 2017 Clean Air Plan and MTC Plan Bay Area 2050.

Using feedback from partners, research, data, and resources, staff developed the following goals to accelerate EV adoption in the Bay Area:

- Increase Air District support for low-income and frontline communities.
- Establish an interim goal of 1.5 million EVs in the Bay Area by 2030.
- Enact EV ready reach codes by 2030 in 100% of Bay Area Cities and Counties.
- Enact EV Charging Station Permitting Streamlining procedures and policies by 2022 in 100% of Bay Area Cities and Counties.
- Seek more ambitious CalGreen EV ready parking space standards in the 2022 Title 24 Code Update (for both existing and new buildings).

In addition, the Air District has recently applied for grant funding from the CEC to support EV charger installations at MUDs. If awarded funding, the Air District will work with partner organizations and community groups to identify project sites to install EV chargers across the Bay Area, specifically in Oakland, Richmond/San Pablo, and Vallejo. Leveraging CEC funding with local grant funds would significantly reduce the out-of-pocket expenses for MUDs to install and operate EV chargers. The goal is to install EV chargers solely at MUDs with affordable housing units to serve disadvantaged and low-income communities. The Air District will also work with MUD residents to apply for the Air District's Clean Cars for All Program, which provides grant funding for income-qualified Bay Area residents to retire their older vehicle and replace it with a new or used hybrid, plug-in hybrid, battery, or hydrogen fuel cell vehicle, pre-paid public transit card, or an e-bike.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Alexander Crockett
Interim Executive Officer/APCO

Prepared by: Ada Truong, Danny Fung, Deanna Yee

Reviewed by: Tin Le, Anthony Fournier

ATTACHMENTS:

1. TIO Steering Committee Charge and EVSE Report Attachments

Attachment 1

Light-duty Electric Vehicle Charging Update: Figures and Maps

Figure 1. Publicly Available Level 1, Level 2, and DC Fast Charging Ports by County in the Bay Area

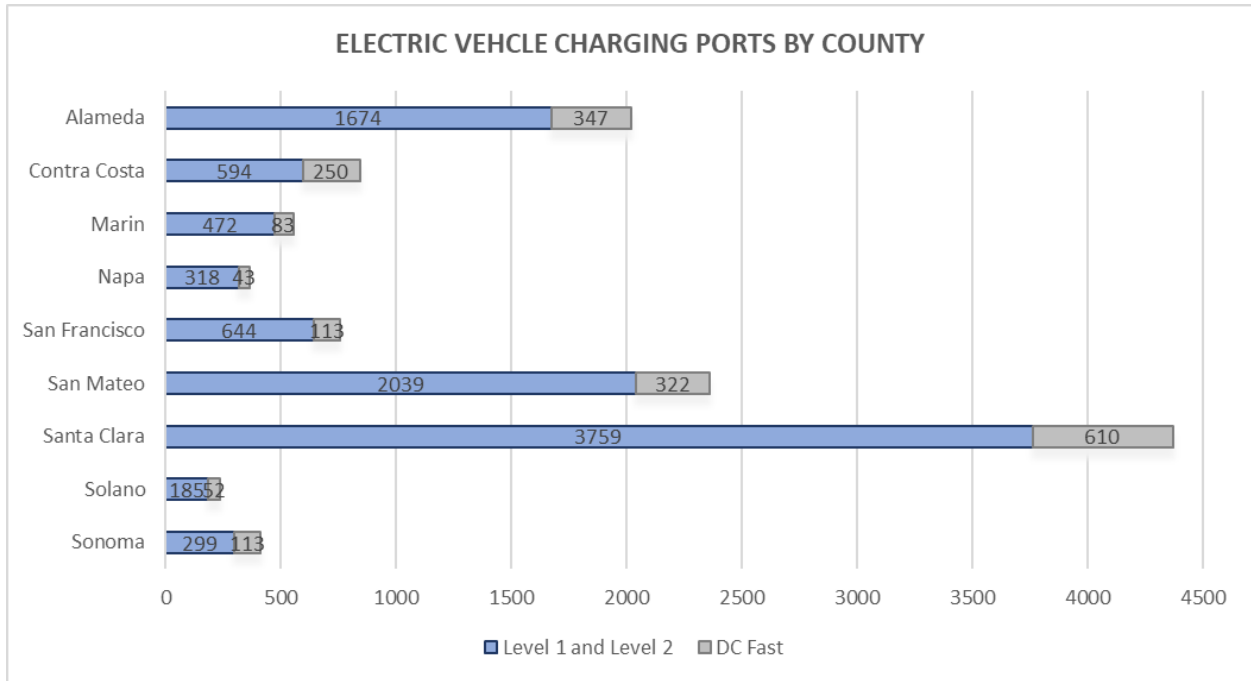


Figure 2. Map of Publicly Available Charging Stations in the Bay Area

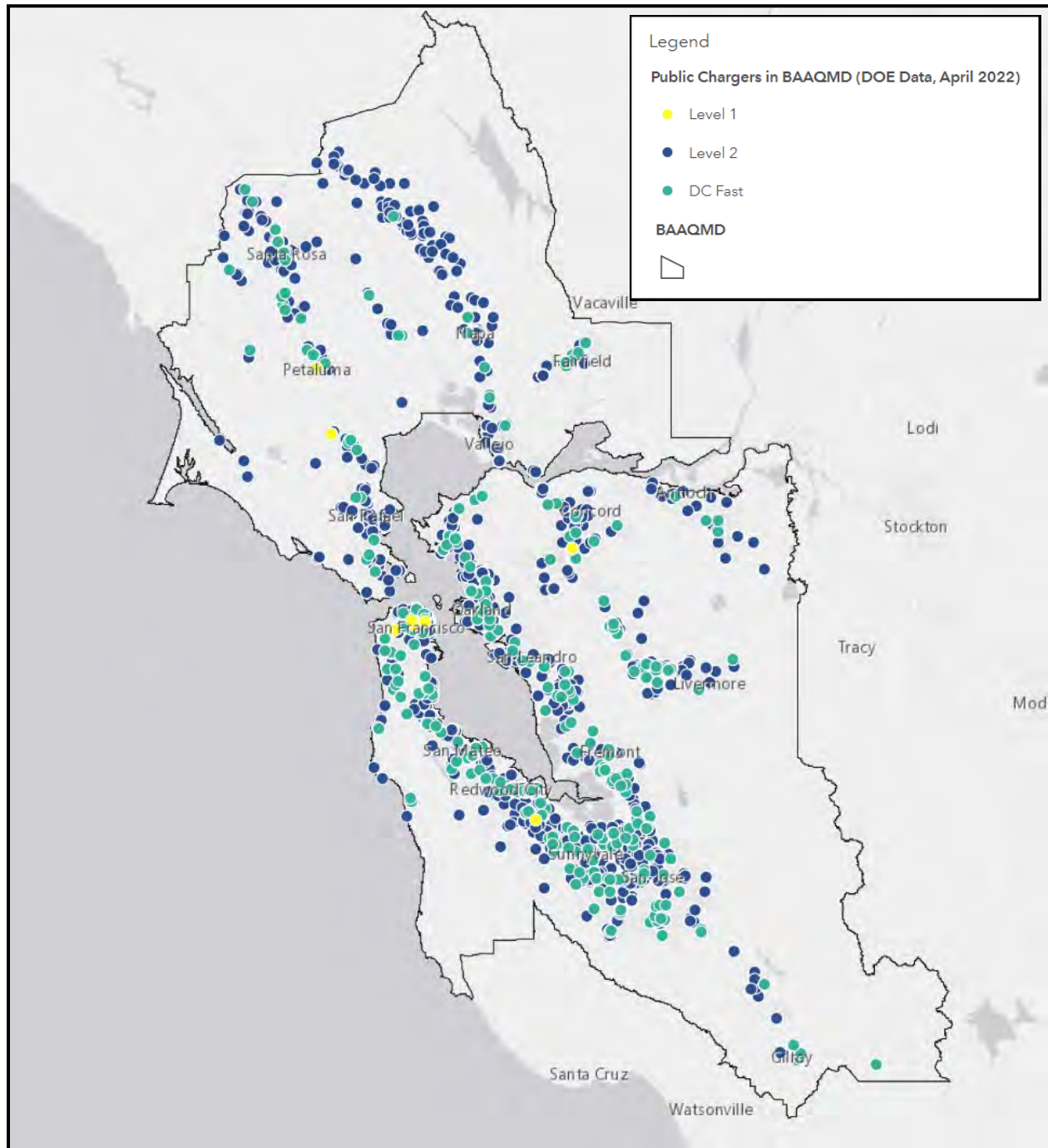


Figure 3. Map of Publicly Available Charging Stations in East Oakland (AB 617 Community)

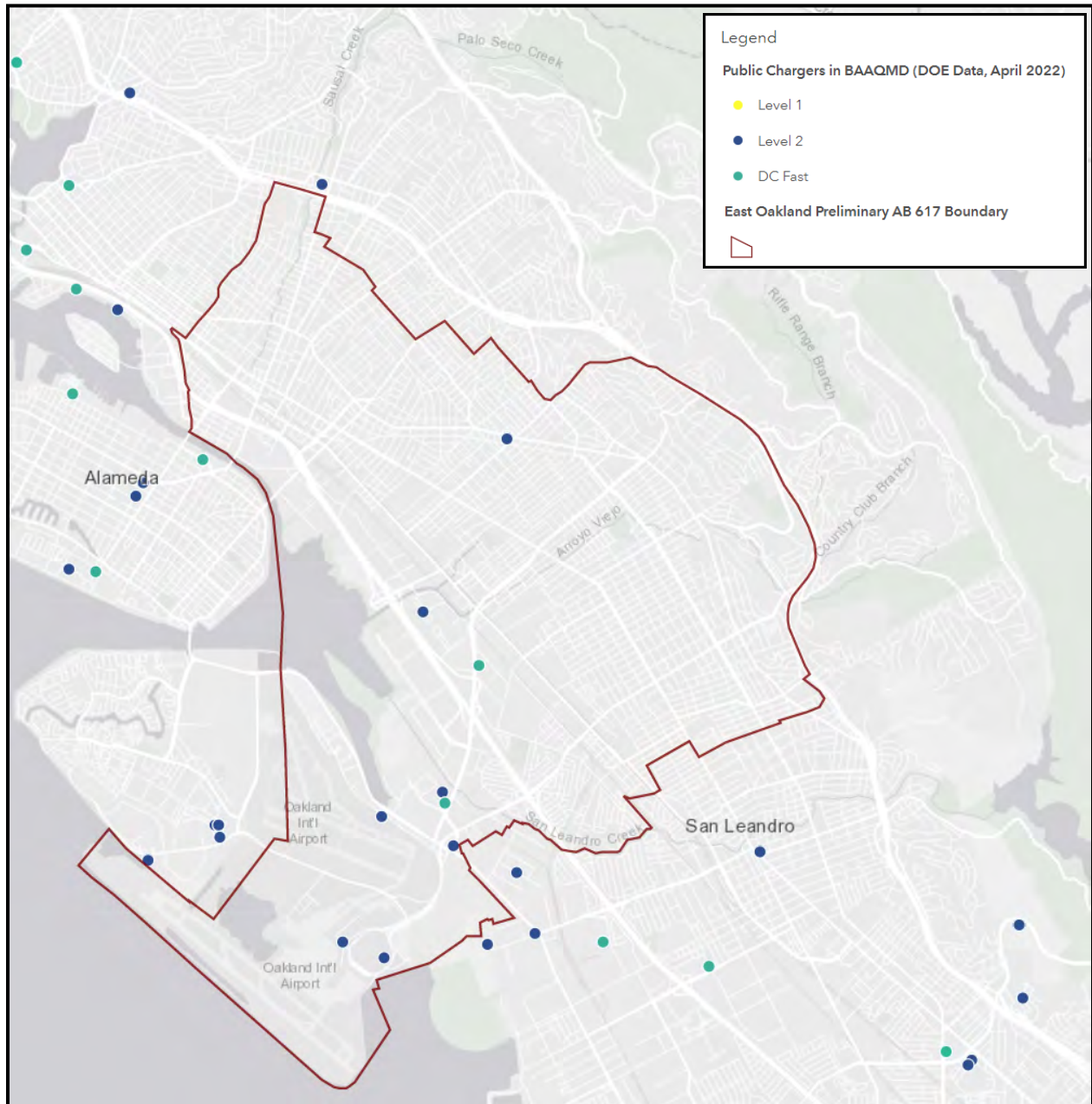


Figure 4. Map of Publicly Available Charging Stations in West Oakland (AB 617 Community)

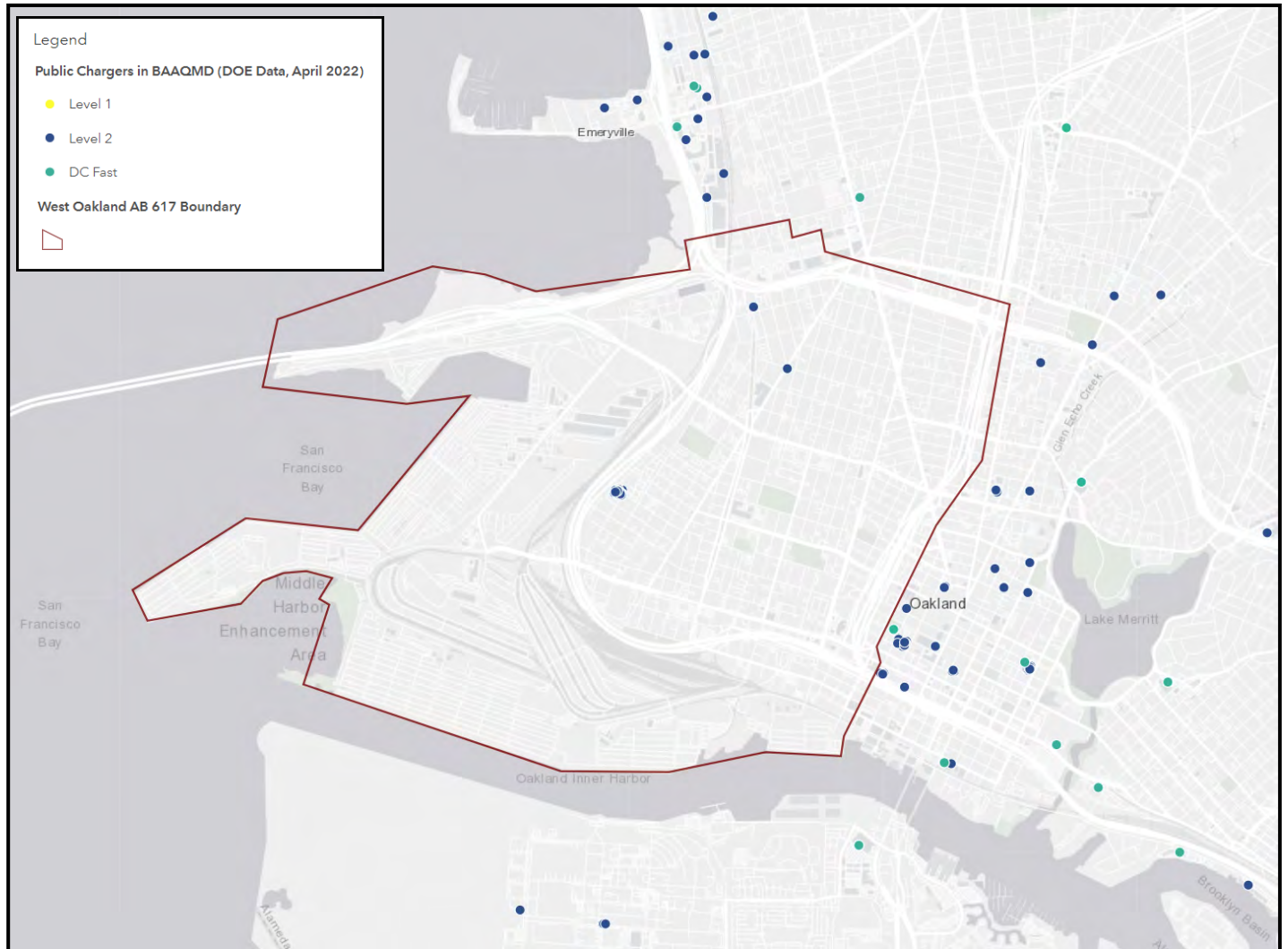


Figure 5. Map of Publicly Available Charging Stations in Richmond/San Pablo (AB 617 Community)

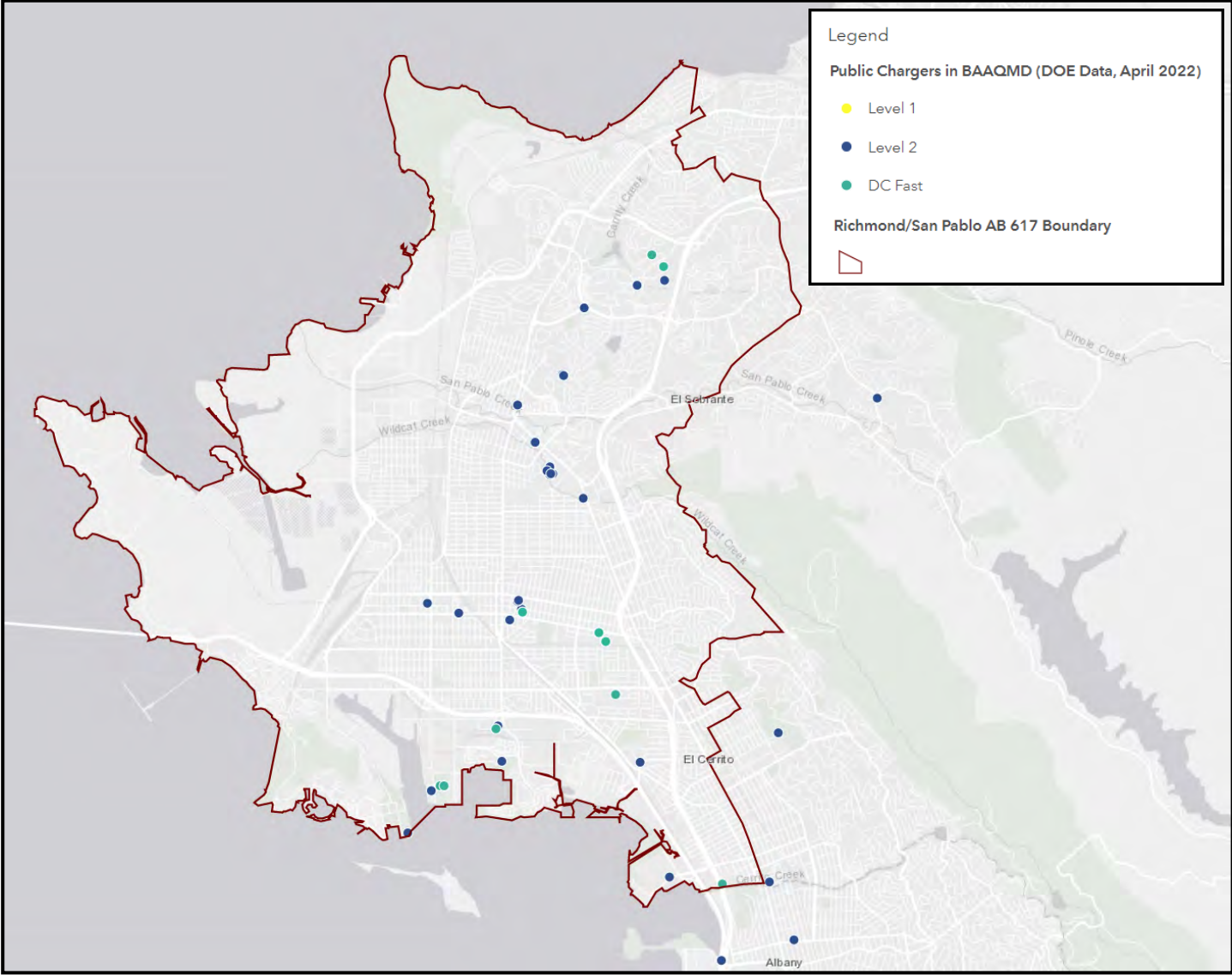
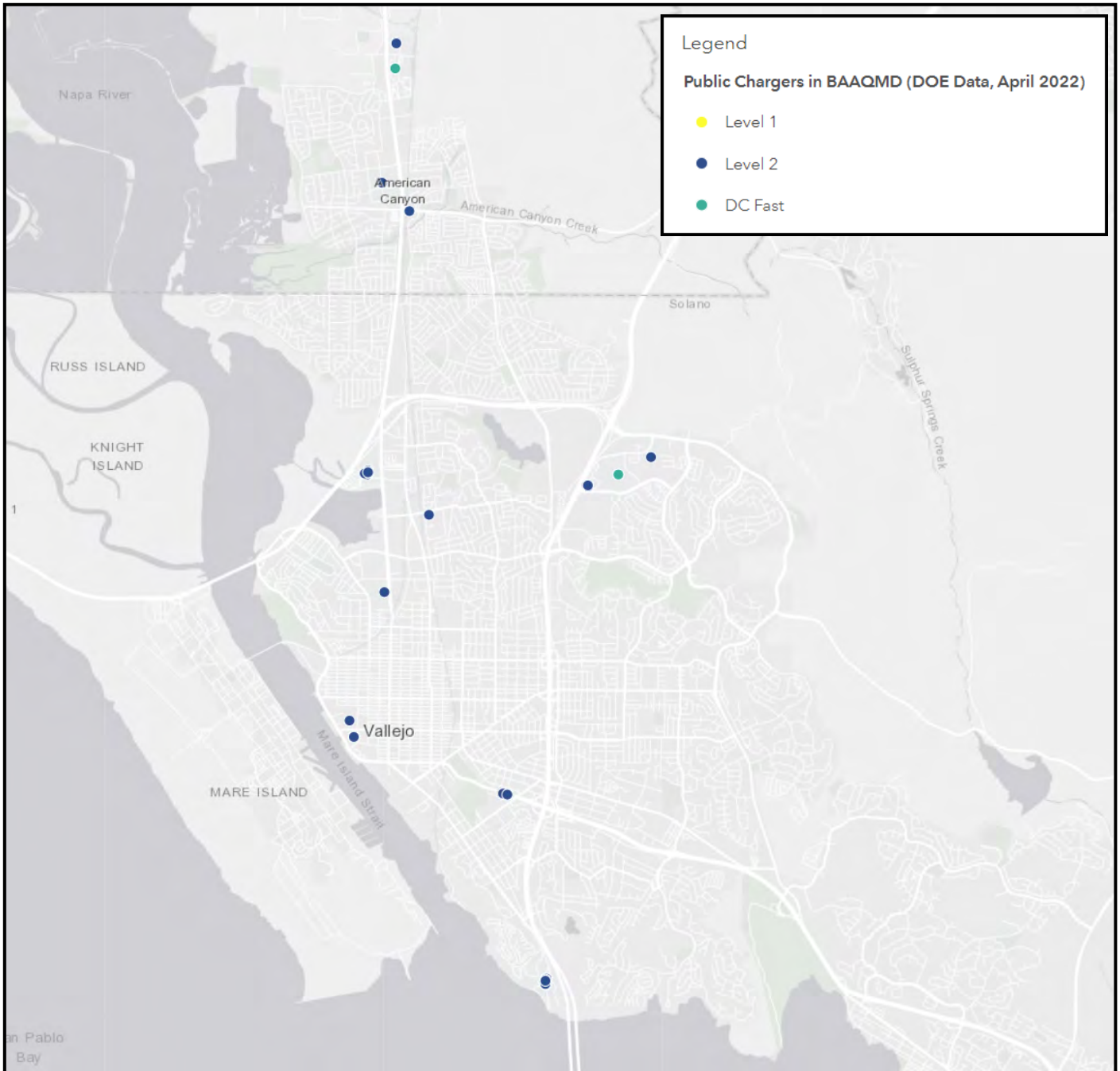


Figure 6. Map of Publicly Available Charging Stations in Vallejo (Future Community for AB 617 Consideration)



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Karen Mitchoff and Members
of the Technology Implementation Office Steering Committee

From: Alexander Crockett
Interim Executive Officer/APCO

Date: May 13, 2022

Re: Climate Tech Finance Statewide Expansion

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Climate Tech Finance is the Air District’s first loan program, with the aim of reducing greenhouse gases by accelerating the adoption of climate technologies. The program offers two financing vehicles: loan guarantees to improve access to credit for climate technology developers, and direct loans to improve local government access to capital when buying greenhouse gas-lowering technologies. These financial products are offered through a partnership with the California Infrastructure and Economic Development Bank (IBank).

The Air District launched the Climate Tech Finance program in 2019 and executed outreach and engagement with over 1,000 Bay Area organizations to identify potential loan projects. From that outreach, the program has funded seven loan guarantee projects, approved twelve more projects for funding, and established a roster of over a dozen climate-oriented banks and a growing pipeline of climate projects in need of near-term financing. The program has also seen increasing inbound interest from borrowers and lenders, fueled by imminent regulatory changes and banks’ goalsetting around climate investments.

The American Rescue Plan Act of 2021 allocated \$10 billion to the State Small Business Credit Initiative (SSBCI), of which California is slated to receive \$895 million—roughly seven times larger than the previous SSBCI program in 2010. IBank is a primary beneficiary of these funds, which will directly benefit the Climate Tech Finance partnership.

DISCUSSION

Climate Tech Finance has supported companies working in energy, mobility, circular economy, and climate advocacy sectors. Through loan guarantees, the program has facilitated \$15 million in funded loans and generated a pipeline of companies seeking financing totaling more than \$150

million in demand. The companies Climate Tech Finance has supported are projected to reduce over 2.5 megatonnes of CO₂-equivalent emissions by 2026.

The new SSBCI funds represent a significant opportunity to expand the Climate Tech Finance partnership by scaling up the program statewide. Staff have engaged in discussions with IBank on what this expansion could look like, focusing on the following key areas for growth:

- **Scale up technology and impact evaluations.** Administrative funding from SSBCI could facilitate the expansion of Climate Tech Finance technical services statewide. IBank and the Air District are currently discussing potential fee sharing structures that could support deals outside the Bay Area.
- **Expand the network of climate entrepreneurs.** Use existing Climate Tech Finance networks and regional Financial Development Corporations in California to scale up outreach to climate startups statewide.
- **Expand the network of climate lenders.** Increase the inventory of registered climate- and mission-oriented lenders providing loans throughout California.

The program is well positioned to expand its effort statewide as nearly half of the existing pipeline has existing or planned projects outside the Bay Area. The Air District has launched a new Climate Tech Finance website and is in the process of establishing a Customer Relationship Management software to streamline the growing demand for Climate Tech Finance loan guarantees.

Staff are seeking feedback from the Steering Committee on this opportunity to expand the Climate Tech Finance program statewide.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Alexander Crockett
Interim Executive Officer/APCO

Prepared by: Tamara Kohne
Reviewed by: Derrick Tang, Anthony Fournier

ATTACHMENTS:

None