

CERP Measure Development

Stockton Steering Committee Meeting
October 7, 2020

Funding to Support Valley Communities

- State funding recently made available to support air quality improvements in low-income and disadvantaged communities throughout the state, with focus on AB 617 communities
- \$50 million currently available (AB 74)
- Subject to CARB Community Air Protection (CAP) Guidelines
- Achieve air quality benefits through:
 - Existing state emission reduction grant programs
 - Community-identified projects/programs outside of guidelines with demonstrated air quality benefits that meet stringent process requirements
- Funding subject to strict state-mandated deadlines (must be liquidated by 6/30/25)



Community Air Protection Incentives 2019 Guidelines

Approved by the Board: May 23, 2019

California Air Resources Board
California Environmental Protection Agency
1001 I Street
Sacramento California 95814

Process for Developing CERP Clean Air Grant Measures

- Community-driven process to identify, prioritize and address sources of air pollution within the community
- List of measures developed with community input based on unique characteristics of the community
- Measures prioritized based on multiple factors:
 - Cost-effectiveness (biggest bang for the buck)
 - Exposure reduction for sensitive populations (school filtration/vegetative barriers, etc.)
 - Availability of potential projects
 - Willingness of partners to participate and provide cost-share (voluntary)
 - Timeframe for project completion (legislative deadlines)
 - Overall project cost



Process for Developing CERP Clean Air Grant Measures

- Overall allocation of funding for incentive measures included in CERP dependent on multiple factors:
 - Results of steering committee evaluation and prioritization of individual measures
 - Demonstrated air quality benefit or exposure reduction potential of each proposed measure
 - District and CARB Board approval of proposed CERP measures and ongoing availability of funding
 - Identification (or reasonable expectation) of sufficient projects within each proposed measure
 - Expected timeframe of completion of projects (statutory deadlines)
- Incentive measures in adopted Shafter/Fresno CERPs include funding allocations of \$36 million and \$42 million, respectively
- Preliminary allocation for Stockton CERP Incentive measures could be reasonably anticipated to be within similar range

Process for Developing CERP Clean Air Grant Measures

- Based on initial survey results, CSC has prioritized several incentive measures for inclusion in the CERP
- These measures can be broadly categorized into the following groups:
 - **Heavy-Duty Mobile Sources** (e.g. - trucks, fueling infrastructure, school buses, locomotives, etc.)
 - **Transportation Sources** (e.g. – electric vehicles, vehicle repair, car/bike sharing, mechanic training, etc.)
 - **Port of Stockton Sources** (e.g. – heavy-duty port equipment, cranes, yard trucks, tug boats, etc.)
 - **Community-level Sources** (e.g. – lawn and garden equipment replacement, residential woodstove replacement)
- Based on initial Committee survey feedback, following slides can be used as a guide to assist in allocating funding to individual incentive measures or categories

Community-Level Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
TR.2	vegetative barriers	1	\$500,000	N/A	1	\$500,000
TR.1	Urban Greening	2	\$500,000	N/A	1	\$500,000
RB.1	Incentives to replace wood burning devices	39	Up to \$3,000	\$8,000 to \$25,000	100	\$300,000
SC.1	Air filtration in schools	4	80,000	N/A	33	\$2,640,000
LG.1	Incentives for residential lawn care equipment replacement	44	\$50 to \$250	\$200,000	100	\$25,000
LG.2	Incentives for commercial lawn care equipment replacement	43	Up to \$20,000	\$80,000	10	\$200,000
LU.2	Funding for bike paths and racks	8	100,000	\$40,000	5	500,000
					Total :	\$4,665,000

Heavy-Duty Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
HD.1	Incentives for zero/near zero emission truck replacement	18	\$100,000 to \$200,000	\$16,000 to \$44,000	50	\$5,000,000 to \$10,000,000
HD.2	Incentives for Clean Fueling Infrastructure	27	\$1,000,000	N/A	1	\$1,000,000
HD.4	School Bus Replacement	25	\$400,000	\$250,000 to \$300,000	14	5,600,000
HD.5	Locomotive Replacement	28	\$2,600,000	\$10,000 to \$30,000	3	7,800,000
HD.6	Railcar Movers/Switcher Replacement	31	\$1,000,000	\$10,000 to \$30,000	3	3,000,000
HD.7	Truck Rerouting Study	3	\$500,000	N/A	1	500,000
					Total :	\$27,900,000

Port of Stockton Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
PO.1	Incentives for zero/near zero emission HD on-road and off-road equipment	32	\$75,000 to \$200,000+	\$25,000 to \$50,000+	10	\$750,000 to \$2,000,000
PO.2	Incentives for tug boat replacement or repower	38	Needs Additional Research			\$1,000,000
NEW	Marine Exhaust Intake Bonnet	N/A	Needs Additional Research			\$1,000,000
					Total :	\$4,000,000

Transportation Sources Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
TP.1	Electric Bike Sharing	42	Needs Additional Research			50,000
TP.2	Host Tune In Tune Up Event(s)	33	\$60,000 per event	\$40,000 to \$60,000	2	\$120,000
TP.3	Incentives for Electric or Plug-In Hybrid Vehicles	29	\$8,000	\$150,000 to \$850,000	100	\$800,000
TP.4	Incentives for Electric Vehicle Charging Infrastructure	19	\$5,000 to \$25,000	N/A	10	\$50,000 to \$250,000
TP.5	Educational Training for EV Mechanics	21	\$15,000	N/A	2	\$30,000
TP.6	Car Sharing Program	36	Up to \$1,000,000	N/A	1	\$1,000,000
					Total :	\$2,250,000