

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary: State of California
Lead Agency: California Air Resources Board

| | |
|---------------------------|----------------------------------|
| Action Title: | ZE Freight/Marine – GSE |
| Beneficiary's Project ID: | BAAQMD – ZE Freight/Marine – GSE |
| Funding Request No. | (<i>sequential</i>) 1 |

SUMMARY

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

California developed a Beneficiary Mitigation Plan (Plan) with valuable public input with a priority to fully mitigate the excess NOx caused by Volkswagen's illegal actions while furthering the State's progress toward its zero-emission vehicle and climate protection goals. The Plan specifically identifies zero-emission freight and marine projects as a project funding category for the State's Environmental Mitigation Trust allocation. Within that project funding category, the Plan specifically identifies airport ground support equipment (GSE) as an eligible project type. Note that the Plan's funding category also includes other zero-emission freight Eligible Mitigation Actions (EMAs), which will be competitively solicited together with this EMA, but for which separate D-4s will be submitted. This funding request for airport GSE is part of the overall program to invest in zero-emission freight and marine projects. These actions will support early adoption of zero-emission and zero-emission enabling technologies while reducing community health impacts from large freight facilities. The Plan allocates \$70 million in vehicle and equipment funding for the project funding category with up to an additional 15 percent allocation for a reserve that includes administrative costs.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

Airport GSE owners will be offered competitive funding opportunities to scrap and replace older internal combustion GSE with zero-emission technologies. These potential projects will compete against other zero-emission freight and marine projects (including heavy-lift forklifts and port cargo handling equipment; oceangoing vessel shore power; and ferry, tugboat, and towboat repowers). California will provide funding opportunities via competitive solicitations to owners in two allocations of \$35 million each, two years apart. The most cost-effective, eligible projects across all of the above equipment types will be funded. The Bay Area Air Quality Management District (BAAQMD) will administer the funding statewide with CARB providing program and fiscal oversight. As stated above, administrative costs will be additional and will not exceed 15 percent.

Only GSE vehicles that are compliant with current regulations are eligible for funding. The GSE replacements funded in this category will reduce NOx emissions, diesel particulate matter, greenhouse gases, and other harmful pollutants. Funding in this category is expected to help drive wide-scale adoption of zero-emission technologies in a sector that has typically relied on conventional diesel technologies. These deployments will help to act as models for other freight applications to encourage zero-emission transformation. The competitive solicitations for this project will include criteria that ensures that at least 75 percent of the overall equipment funds in this project funding category will go to projects that benefit disadvantaged or low-income communities.

Estimate of Anticipated NOx Reductions (5.2.3):

The funding for these vehicles will result in an estimated 48 tons of NOx emission reductions for about 160 GSE vehicles over a 10-year period. Because this funding will be competitively solicited in two separate installments, and there are potentially three other eligible mitigation actions (EMAs) that could also be funded within the funding category identified in California's Beneficiary Mitigation Plan, this estimation is the result of a funding scenario CARB developed for this Appendix D-4. The scenario takes into account the zero-emission technology readiness for heavy-duty applications; their current market demand; the cost-effectiveness of each of the four EMAs; the regulatory requirements already in place for each; and funding available through other CARB-implemented programs. The reductions resulting from this funding for airport GSE will be direct and surplus to regulatory requirements.

Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure compliance with Applicable Law (5.2.7.1):

California Air Resources Board

Describe how the Beneficiary will make documentation publically available (5.2.7.2):

As the lead agency acting on the Beneficiary's (California's) behalf, CARB has established a website for the State's implementation of its Trust allocation: <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california>. The website includes the Beneficiary Mitigation Plan, an opportunity for the public to subscribe to an email list for announcements regarding Plan implementation, meeting schedules and materials, and information to assist funding applicants. CARB will additionally post to the website all approved funding requests, semi-annual reports to the Trustee, and annual reports to the State Legislature. CARB will provide access to all public records upon request unless the law provides an exemption from disclosure.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8):

Trust funds will provide up to the full incremental cost of a new zero-emission airport GSE vehicle compared to a conventionally-fueled unit. CARB has estimated this to be between \$30,000 and \$100,000, with the average being about \$60,000 per vehicle; however, amounts will vary according to the type of GSE to be funded. Actual equipment costs are significantly higher than will be provided by the Trust, resulting in a significant per-vehicle cost share. As required by the Consent Decree, total Trust funding per GSE vehicle must not exceed 75 percent for non-government owned GSE and 100 percent for government owned GSE.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):

On February 16, 2018, CARB emailed and mailed notification letters to the government agency contacts listed in subparagraph 4.2.8. Each notification letter included information on fund availability, a description of the administration process, and instructions on accessing more information via CARB's website and subscribing to CARB's email list to remain informed.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

Replacing older, high-emitting airport GSE with zero-emission technologies will result in improved ambient air quality and human health in communities located in nonattainment areas, in areas with historical air quality issues, and in disadvantaged or low-income areas that bear a disproportionate share of the air pollution burden. At the same time, this funding will provide benefits to the local economy and the welfare of residents in those communities. California Senate Bill 92 (Committee on Budgets and Fiscal Review, Chapter 26, Statutes of 2017) requires CARB to ensure that 35 percent of the State's Trust allocation benefit disadvantaged or low-income communities. As stated above, at least 75 percent of the overall equipment funds in this project funding category is expected to benefit disadvantaged or low-income communities.

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If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).
See attached

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary State of California, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: 06/27/2019

Edna Murphy
[NAME]

[TITLE]
California Air Resources Board
[LEAD AGENCY]

for
State of California
[BENEFICIARY]

Attachment B

Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline

Project Management Plan

Project Schedule and Milestones

| Task | Start Date | Completion Date |
|---|--|-----------------|
| Project Planning and Development | October 2017 | June 2020 |
| Solicit for Applications (includes outreach to potential applicants) | Fall 2019 | June 2020 |
| | Fall 2021 | July 2022 |
| Application Selection for Projects to be Funded | December 2019 | September 2020 |
| | December 2021 | February 2023 |
| Quarterly and Semi-Annual Reports | Every 3-6 months or when requesting additional funds, whichever is sooner, through completion of the project | |
| Generate Contracts for Selected Applicant(s) | December 2019 | September 2020 |
| | December 2021 | February 2023 |
| Repeat Solicitation and contracts with selected applicant(s) as needed if unspent direct project funds remain | N/A | N/A |
| Project monitoring, inspections, oversight | December 2019 | December 2027 |
| Final Report | | May 2028 |

Project Budget

| Period of Performance: Oct 2017 - May 2028 | | | |
|---|-----------------------|---|----------------------------|
| Category | Total Approved Budget | Share of Total Budget to be Funded by the Trust | Cost Share (if applicable) |
| Equipment | \$9,600,000 | \$9,600,000 | |
| BAAQMD Administrative Costs Program development, outreach, administration | \$980,000 | \$980,000 | |
| CARB Administrative Costs Program planning, development, oversight | \$367,422 | \$367,422 | |
| Total | \$10,947,422 | \$10,947,422 | |

CARB estimates that about 160 airport GSE will be funded. The budgeted equipment funds above will provide up to full incremental cost of a new zero-emission airport GSE vehicle compared to a conventionally-fueled unit. CARB has estimated this to be about \$60,000 per vehicle, but amounts will vary according to the type of GSE to be funded. Remaining equipment costs come from the GSE owner. As required by the Consent Decree, total Trust funding per GSE will not exceed 75 percent for non-government owned units and 100 percent for government owned units. California's Beneficiary Mitigation Plan specifies this overall project funding category will be competitively solicited in two installments. The first drawdown of funds for 2019 includes administrative costs for program planning,

development, outreach, solicitations, and application scoring for the first installment. Equipment costs and additional administrative costs will be requested in subsequent drawdowns.

Projected Annual Trust Allocations

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1. Anticipated Annual Project Funding Request to be paid through the Trust | \$473,446 | \$5,014,999 | \$228,255 | \$4,901,930 | \$89,127 | \$77,528 | \$64,235 | \$49,428 | \$48,474 |
| 2. Anticipated Annual Cost Share | \$0 | \$1,300,000 | \$0 | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3. Anticipated Total Project Funding by Year (line 1 plus line 2) | \$473,446 | \$6,314,999 | \$228,255 | \$6,201,930 | \$89,127 | \$77,528 | \$64,235 | \$49,428 | \$48,474 |
| 4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation | \$19,500,000 | \$19,973,446 | \$24,988,445 | \$25,216,700 | \$30,118,630 | \$30,207,757 | \$30,285,285 | \$30,349,520 | \$30,398,948 |
| 5. Current Beneficiary Project Funding to be paid through the Trust (line 1) | \$473,446 | \$5,014,999 | \$228,255 | \$4,901,930 | \$89,127 | \$77,528 | \$64,235 | \$49,428 | \$48,474 |
| 6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5) | \$19,973,446 | \$24,988,445 | \$25,216,700 | \$30,118,630 | \$30,207,757 | \$30,285,285 | \$30,349,520 | \$30,398,948 | \$30,447,422 |
| 7. Beneficiary Share of Estimated Funds Remaining in Trust | \$422,636,320 | \$422,162,874 | \$417,147,875 | \$416,919,620 | \$412,017,690 | \$411,928,563 | \$411,851,035 | \$411,786,800 | \$411,737,372 |
| 8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 5) | \$422,162,874 | \$417,147,875 | \$416,919,620 | \$412,017,690 | \$411,928,563 | \$411,851,035 | \$411,786,800 | \$411,737,372 | \$411,688,898 |

Budget Attachment

| EMA 7 - Airport GSE | Est. Number of Units | Equipment Funds from Trust | Estimated Cost Share | Est. Total Equipment Cost | | | | | | | | |
|---|-----------------------|----------------------------|----------------------|---------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|---------------|--|
| | 160 | \$ 9,600,000 | \$ 2,600,000 | \$ 12,200,000 | | | | | | | | |
| BAAQMD Estimated Administrative Costs | | | | | | | | | | | | |
| | Year 1 (2018-2019) | Year 2 2020 | Year 3 2021 | Year 4 2022 | Year 5 2023 | Year 6 2024 | Year 7 2025 | Year 8 2026 | Year 9 2027 | Year 10 2028 | Total | |
| Estimated costs (including indirect costs for admin, supplies, facilities, etc.) | \$ 235,200 | \$ 91,000 | \$ 144,200 | \$ 167,300 | \$ 79,800 | \$ 69,300 | \$ 63,000 | \$ 51,800 | \$ 39,200 | \$ 39,200 | \$ 980,000 | |
| Total BAAQMD Admin | \$ 235,200 | \$ 91,000 | \$ 144,200 | \$ 167,300 | \$ 79,800 | \$ 69,300 | \$ 63,000 | \$ 51,800 | \$ 39,200 | \$ 39,200 | \$ 980,000 | |
| CARB Estimated Administrative Costs | | | | | | | | | | | | |
| | Year 1 (2017-2019) | Year 2 2020 | Year 3 2021 | Year 4 2022 | Year 5 2023 | Year 6 2024 | Year 7 2025 | Year 8 2026 | Year 9 2027 | Year 10 2028 | Total | |
| Estimated Staffing Costs (including indirect costs for admin, supplies, facilities, travel, etc.) | \$ 88,994 | \$ 58,252 | \$ 70,799 | \$ 60,955 | \$ 22,130 | \$ 19,827 | \$ 14,528 | \$ 12,435 | \$ 10,228 | \$ 9,274 | \$ 367,422 | |
| Total CARB Admin | \$ 88,994 | \$ 58,252 | \$ 70,799 | \$ 60,955 | \$ 22,130 | \$ 19,827 | \$ 14,528 | \$ 12,435 | \$ 10,228 | \$ 9,274 | \$ 367,422 | |
| Total Combined Admin | \$ 324,194 | \$ 149,252 | \$ 214,999 | \$ 228,255 | \$ 101,930 | \$ 89,127 | \$ 77,528 | \$ 64,235 | \$ 49,428 | \$ 48,474 | \$ 1,347,422 | |
| Total Trust Funds for EMA 7 | | | | | | | | | | | \$ 10,947,422 | |

Attachment C

Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11)

As the Lead Agency acting on California's behalf, CARB will provide reporting on eligible mitigation action implementation in three ways: 1) semi-annual reports to the Trustee as required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries; 2) annual reports to the State Legislature as required by California Senate Bill 92 (Committee on Budgets and Fiscal Review, Chapter 26, Statutes of 2017); and 3) timely updates to CARB's Mitigation Trust implementation website at <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california>.

Attachment D

Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6)

| Equipment Category | Estimated Cost |
|--------------------|----------------------|
| Airport GSE | \$30,000 - \$100,000 |

Cost estimates above are per unit incremental costs for zero-emission GSE compared to conventionally-fueled GSE and were extracted from information received for other CARB-implemented funding programs and regulations. Airport GSE types include, but are not limited to, aircraft tractors, baggage tugs, cargo loaders, cargo tractors, lifts, and sweepers.