

Clean Mobility Options

Vouchers for Disadvantaged Communities

Work Group Meeting #1: Key Program Design Considerations

July 12, 2019



Today's Agenda:

Introductions

Program Goals & Objectives (CARB)

Clean Mobility Options Administration (CALSTART)

Project Eligibility Criteria Discussion (SUMC)

Next Steps (CALSTART/SUMC)

Introductions

Program Goals and Objectives

Program Goals

Improve disadvantaged communities (DAC)* access to clean mobility options that are safe, reliable, convenient, and affordable while also furthering:

- » Mobility equity
- » Climate mitigation and local air quality
- » Increased zero-emission vehicle (ZEV) adoption
- » Reduced vehicle miles travelled (VMT)
- » Workforce development

Prioritizes mobility equity and implements SB350 recommendations

**DACs are defined as 75th percentile in CalEnviroScreen 3.0*

Program Objectives

- » Streamline access to funds for underserved communities
- » Support “small-scale” projects
- » Ensure geographical equity in funding
- » Build capacity to support recipients in achieving goals
- » Ensure the longevity of projects



Process for Developing Project Criteria

- » Proposed criteria are based on a variety of factors, including but not limited to:
 - » Anticipated project costs
 - » Lessons learned
 - » Stakeholder feedback
- » To be refined and finalized through a robust public process
- » To be included in the Program Implementation Manual and Terms and Conditions documents

Clean Mobility Options Administration

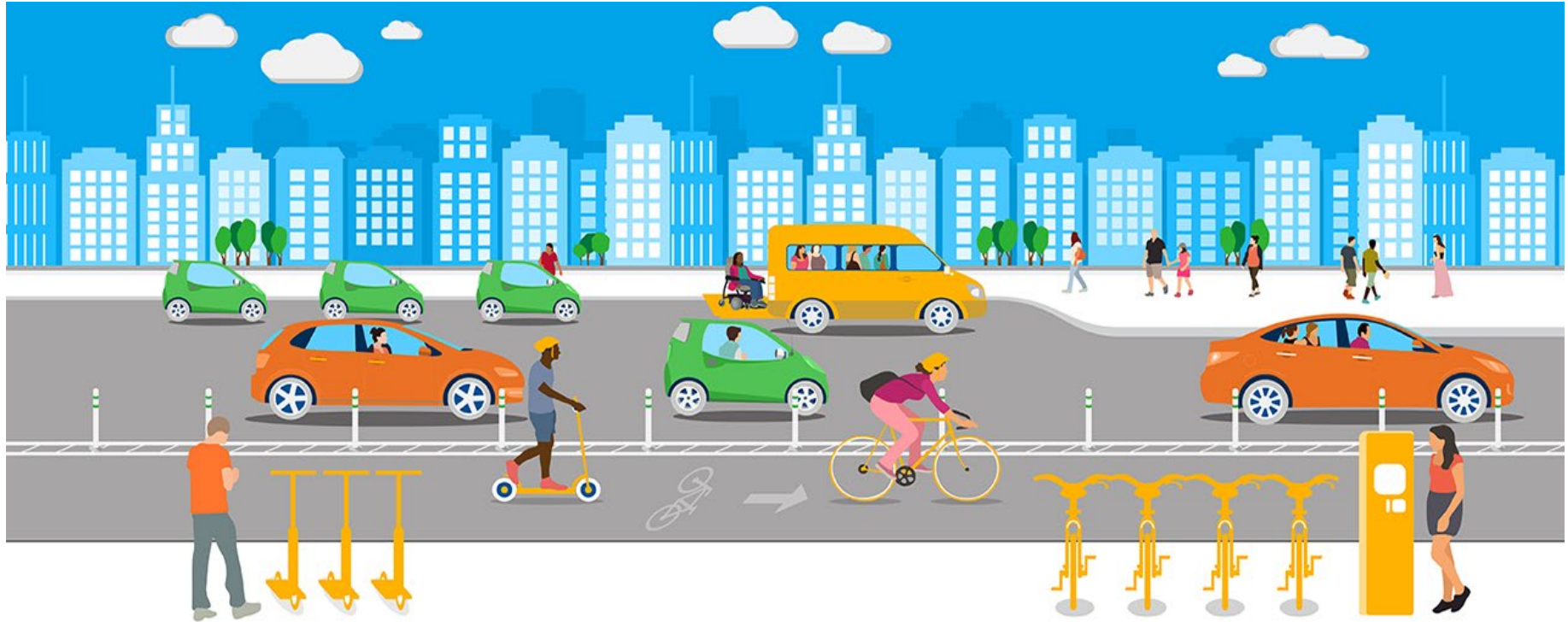
CMO Statewide Administrator Team

- » CALSTART is the CARB grantee
- » CALSTART and Shared Use Mobility Center are co-leads
 - » CALSTART - Administrative Lead
 - » SUMC - Technical Lead
- » GRID Alternatives and Local Government Commission contribute as outreach partners



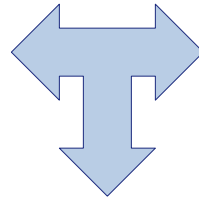
Clean Shared Mobility Services

- » New “shared” or “on-demand” mobility projects to improve transportation access
- » Services will be powered by zero-emission vehicles



Partnerships for Project Development

**Public
Agencies**



**Community
Organizations**

**Mobility
Providers**

Voucher Approach

- » \$14M in vouchers will be issued in early 2020 to support clean mobility projects
- » The voucher is a contract mechanism that serves as “promise of payment”
- » Vouchers are redeemed and payment is made when project milestones are reached
- » Payments are issued on a reimbursement basis
- » Vouchers expire if milestones are not reached within a certain timeframe

Timeline and Capacity Building

Applications and Implementation



Statewide Administrator builds local capacity by providing:

- » Broad-based education and training
- » Tailored technical assistance
- » Partnership facilitation
- » Tools and templates
- » Clean Mobility Options Network

Eligibility Criteria

Topics for Public Work Group Meetings

- » **Applicant Eligibility**
- » **Project Eligibility**
- » **Eligible Costs**
- » **Project Area and Minimum Benefits**
- » **Maximum Voucher Amounts**
- » Geographic Equity in Funding Allocations
- » Applicant Terms and Conditions
- » Application Evaluation and Voucher Process
- » Equipment Eligibility
- » Infrastructure Eligibility
- » Operator Eligibility

Applicant Eligibility - Intent

- » Entities leading projects have the necessary capabilities to implement
- » Entities who have site ownership and regulatory responsibilities are supportive of the project
- » Project leadership is accountable to community residents
- » Flexibility for non-traditional transportation entities to participate

Applicant Eligibility – Proposal

Lead Applicants

- » Local or regional public agencies
- » Federally-recognized tribes
- » Non-profit organizations with at least one year of incorporation and an office in California
- » ***Lead applicants may not submit more than one application.***

Sub-Applicants may include any public, private, or non-profit organizations. They can participate in multiple applications.

Current Clean Mobility Options Grantees are not eligible to apply for voucher funds to expand their current program, but may apply to support a new program.

Applicant Eligibility – Proposal (cont.)

Mobility Providers will operate mobility services and/or provide equipment and technology. Mobility providers must meet minimum eligibility criteria.

The Statewide Administrator will develop the **Qualified Mobility Provider Directory**. To be listed, a provider must meet the eligibility criteria and commit to certain terms and conditions that apply to any clean mobility options project they serve statewide.

Mobility providers that meet the eligibility criteria can be included in the voucher application, or they can be selected after the application is submitted. If they are selected after the application, they must be chosen from the program's Qualified Mobility Provider Directory.

Discussion: Applicant Eligibility

Project Eligibility – Intent

- » Support innovative clean mobility projects that introduce new services or test new models, such as “shared” and “on-demand” mobility
- » Support projects that are likely to advance program goals, including access in DACs and VMT/GHG reductions
- » Provide flexibility for communities to determine what service models best meet their needs
- » Ensure infrastructure necessary to serve the project is available

Project Eligibility – Proposal

Eligible **core project models**:

- » Carsharing
- » Bike/scooter-sharing
- » Carpooling and Vanpooling
- » Innovative Transit Services
- » Ride on Demand Services (Single-occupant or high-occupant)

New and existing services are both eligible for voucher funding, but voucher terms may vary between the two.

- » **New or existing:** Is the service currently operating in the Project Area?

Project Eligibility – Proposal (cont.)

Community Transportation Needs Assessment:

Documentation of community needs through broad-based engagement, such as:

- » Community resident surveys
- » Input from community meetings or workshops
- » Existing transportation studies or plans that included a substantial community engagement element

Project Eligibility – Proposal (cont.)

- » **Infrastructure Enhancements** that directly support the core vehicle-sharing or ridesharing model may be included, such as:
 - » electric vehicle charging equipment
 - » bicycle/scooter parking
 - » e-bicycle/scooter charging equipment
 - » ride-of-way improvements for bicycles/scooters
- » **Other Transportation Enhancements** that directly support the core service model may also be included, with case-by-case CARB approval.

Discussion: Project Eligibility

Eligible Costs – Intent

- » Ensure adequate resources are available to achieve outcomes in diverse project models
- » Ensure that all costs are relevant and necessary for project success

Eligible Costs – Proposal

- » Mobility service provider
- » Vehicle acquisition
- » EV charging equipment purchase and installation
- » Insurance
- » Vehicle telematics hardware
- » Reservations and payment software
- » Marketing and outreach activities
- » Others, approved by CARB on a case by case basis

Discussion:

Eligible Costs

Maximum Voucher Amounts – Intent

- » Support small-scale projects
- » Ensure adequate resources available to cover capital and operations/ maintenance costs
- » Incentivize new pilots and models
- » Allow existing services to upgrade to ZEVs

Maximum Voucher Amounts – Proposal

- » **New Service:** Voucher Amount cannot exceed \$1,000,000.
- » **Existing Service:** Voucher Amount cannot exceed \$600,000.
- » **Performance Period:** Services must operate for at least **two years** from the launch of the service.

Discussion:

Maximum Voucher Amount

Project Area and Minimum Benefit - Intent

- » Ensure that residents of disadvantaged communities benefit from investments
- » Respond to stakeholder input on expansion to other low-income communities
- » Provide flexibility for developing limited infrastructure outside the community to better serve disadvantaged residents

Project Area – Proposal

The **Project Area** must be within any of the following geographies:

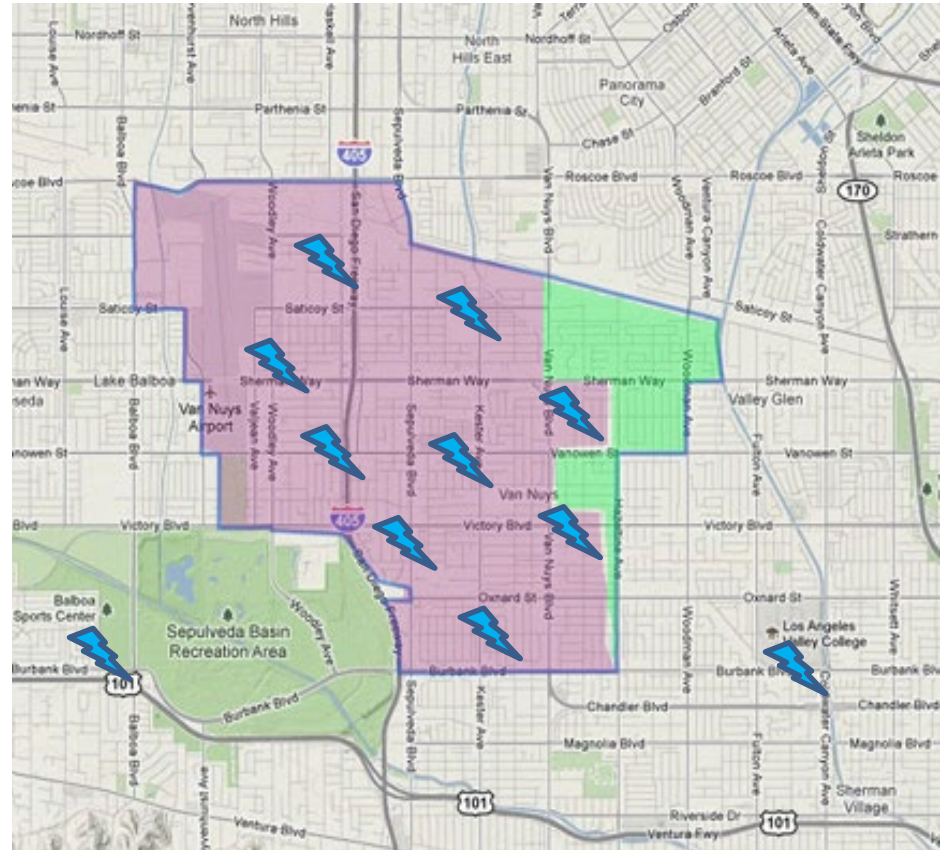
- » Disadvantaged communities
- » Affordable housing facilities qualified under the Solar in Multifamily Affordable Housing program, in AB 1550 low-income communities.*
- » Federally-recognized tribal lands in low-income communities.*

*Pending Board approval in October 2019

Project Area – Proposal (cont.)

Service and Infrastructure

Locations: Up to 20% of voucher funds for services and infrastructure may be invested outside the project area, with documentation of supportive community input.



Discussion:

Project Area / Minimum Benefit

Next Steps

Work Group Meetings – August / September

- » Applicant Eligibility
- » Project Eligibility
- » Eligible Costs
- » Project Area and Minimum Benefits
- » Maximum Voucher Amounts
- » **Geographic Equity in Funding Allocations**
- » **Applicant Terms and Conditions**
- » **Application Evaluation and Voucher Process**
- » **Equipment Eligibility**
- » **Infrastructure Eligibility**
- » **Operator Eligibility**

Mobility Provider Engagement

- » Request for Information to be issued in mid-July
- » Memorandums of Understanding to be executed in September
- » Qualified Mobility Provider Directory to be published by October

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Vouchers for Disadvantaged Communities

THANK YOU!

**Please submit questions and comments
on Work Group 1 topics by July 19 to:
info@cleanmobilityoptions.org**



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