



**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS**  
**Regional Transportation Planning Agency**  
**Humboldt County Local Transportation Authority**  
**Service Authority for Freeway Emergencies**  
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**AGENDA ITEM 7a**  
**HCAOG Board Meeting**  
**May 16, 2024**

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**DATE:** May 8, 2024  
**TO:** HCAOG Policy Advisory Committee (PAC)  
**FROM:** Stephen Luther, Associate Planner  
**SUBJECT:** **Authorization of Executive Director to Submit Carbon Reduction Program Strategy and Program Request for Regional Zero Emission Fleet Transition and Infrastructure Plan**

### **STAFF REPORT**

#### **Contents:**

- Staff's Recommended Action
- Staff Summary
- Carbon Reduction Program Eligible Project List

#### **Staff's Recommended Action:**

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:  
"The PAC recommends the HCAOG Board approve a local Carbon Reduction Strategy in which HCAOG will make funds available for projects consistent with the Three Pillars subject to TAC and Board review and recommends authorizing the Executive Director to complete all documentation necessary to request local Carbon Reduction Program funds for the Humboldt County Regional Zero-Emission Fleet Transition and Infrastructure Plan in an amount up to \$300,000."

#### **Staff Summary:**

The Carbon Reduction Program (CRP) was created by the Infrastructure Investment and Jobs Act (IIJA) and it allocates \$6.4 billion nationally over five years to reduce on-road transportation carbon dioxide emissions. California's apportionment is divided into 65% for Local CRP and 35% for State CRP.

Caltrans developed a Carbon Reduction Strategy (October 2023) to outline how California will spend its CRP dollars on reducing transportation carbon emissions. The report describes how even with the mandate for all new car sales to be ZEV beginning in 2025, the transition to electric and hydrogen vehicles by itself is not enough to meet California’s emission reduction targets. Californians need to drive less: 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. California's Carbon Reduction Strategy therefore focuses on "Three Pillars": zero-emission vehicles (ZEV) and infrastructure, active transportation and micromobility, and rail and transit. All Local CRP funds must be spent in support of the Three Pillars. Additional state CRP funds are directed to be spent on projects that convert existing highway lanes to priced managed lanes as a means to reduce vehicle-miles traveled, increase active travel and transit modes, and generate revenue for low-carbon travel options.

California receives annual apportionments of CRP over five years. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Cycles 1 and 2 are available now. The remaining 3 cycles are projected to be the same amount as Cycle 2.

Eligible recipients include the Cities, County, Federally Recognized Tribes, and HCAOG.

**Local Fund Apportionment Per Cycle**

Cycle 1 (2022)	Cycle 2 (2023)	<b>Total Cycle 1&amp;2</b>	Projected Cycle 3 (2024)	Projected Cycle 4 (2025)	Projected Cycle 5 (2026)	<b>Total 5- year projection</b>
\$247,068	\$252,009	<b>\$499,077</b>	\$252,009	\$252,009	\$252,009	<b>\$1,255,104</b>

The CRP funds are available three FFYs after the FFY of the CRP programming cycle. Any amounts not unobligated at the end of this period shall lapse.

**Project Deadlines – Per Project Appropriation Year**

<b>Federal Fiscal Year</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Obligation (E76) Deadline	09/30/2025	9/30/2026	TBD	TBD	TBD
Expenditure Deadline	9/30/2030	9/30/2031	TBD	TBD	TBD

There is a match requirement. For most projects it will be a 11.47% local match but could be up to 20% depending on the project. This match must be cash; it cannot be in-kind contributions. HCAOG will work with Caltrans to determine the exact match for specific projects. HCAOG has set aside \$25,000 for regional project match in the FY 2024-25 Overall Work Program.

Caltrans requires Regional Transportation Planning Agencies to have a Project Selection Strategy. The strategy is not prescriptive. It can be tailored to the needs of each region so long as it explains how the selected project(s) advance the Three Pillars and is consistent with the Regional Transportation Plan.

**Project Selection**

The TAC has reviewed the Carbon Reduction Program funding and requirements and recommended that the first project be a regional zero-emission fleet transition and infrastructure plan. The Plan will focus on the ZEV fleet transition and fueling needs for the County, city and

other municipal fleets, potentially including agencies such as the National Forest Service if successful in recruiting their participation. The Plan would identify a path toward installing adequate EV charging and hydrogen fueling infrastructure across the County to support public agency fleet transitions in compliance with the California Air Resources Board Advanced Clean Fleet regulations. Based on the initial interest from the TAC, HCAOG staff researched similar regional ZEV planning and infrastructure studies, such as the Yolo County Zero Emission Vehicle Action Plan and the Inyo County Electric Vehicle Charging Infrastructure Network Plan. The range in cost of these studies was \$225,00 - \$300,000. Staff recommend setting aside \$300,000 for the Humboldt Regional ZEV study because of the multiple jurisdictions and varied needs the study would address. If approved by the Board, the TAC would form an ad-hoc committee that will refine the scope and deliverables of the study. HCAOG would then publish a request for proposals and seek a consultant to fulfil on the work.

The planning effort would integrate and build on prior research and planning efforts completed by Schatz and Redwood Coast Energy Authority (RCEA) including: North Coast Plug-in Electric Vehicle Readiness and Implementation Plans (2014-2019), Hydrogen Infrastructure Plan Regional (2017), Climate Resilient Battery Electric Fleet Feasibility Assessment for Humboldt County Public Transit (2020), Total Cost of Ownership Comparison between Fuel Cell and Battery Electric Transit Fleets for Humboldt County (2021), Medium and Heavy Duty Vehicle Study (2024). RCEA and Caltrans District 1 will participate as project stakeholders.

As an overall Carbon Reduction Program Strategy, with the remaining funding, individual jurisdictions could apply for implementation projects identified in the zero-emission fleet transition and infrastructure plan. For these types of projects the individual jurisdiction would be responsible for the match. Additionally, the TAC is willing to consider other projects that meet the criteria of the program, especially if there is an immediate need, such as for active transportation projects that have increased cost due to inflation. The HCAOG strategy would be to first pursue the ZEV Plan described here, and then to have jurisdictions bring forward projects that are in the plan, or otherwise compliant with the three pillars to the TAC for consideration and ultimate Board approval before allocating the funds.

Staff is seeking a recommendation from the PAC to 1) recommend the project selection strategy described above and 2) authorize the Executive Director to proceed with confirming the Regional ZEV Fleet Transition and Infrastructure Plan as a local CRP project for an amount not to exceed \$300,000.