Public Work Group to Discuss Clean Mobility Investment Projects and the Fiscal Year 2022-23 Update to the Three-Year Plan for Clean Transportation Equity Investments

February 17, 2022
Welcome and Introductions
<table>
<thead>
<tr>
<th>Time</th>
<th>Topic</th>
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<tbody>
<tr>
<td>10:00 a.m.</td>
<td>Welcome and Introductions</td>
</tr>
<tr>
<td>10:05 a.m.</td>
<td>Agenda and Work Group Overview</td>
</tr>
<tr>
<td>10:10 a.m.</td>
<td>Clean Transportation Equity Investments Background and Highlights</td>
</tr>
<tr>
<td>10:30 a.m.</td>
<td>Comments and Questions</td>
</tr>
<tr>
<td>10:45 a.m.</td>
<td>Long-Term Strategy Overview for Clean Transportation Equity Investments</td>
</tr>
<tr>
<td>11:40 a.m.</td>
<td>Upcoming Meetings</td>
</tr>
<tr>
<td>11:45 a.m.</td>
<td>Comments and Questions</td>
</tr>
<tr>
<td>11:55 a.m.</td>
<td>Closing Remarks</td>
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<tr>
<td>12:00 p.m.</td>
<td>Adjourn</td>
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Work Group Overview

• CARB to develop a long-term plan for clean transportation equity investments

• Long-term plan includes:
  • Vehicle purchase incentives and the zero-emission vehicle market (February 10, 2022, meeting held)
  • Clean mobility equity projects and outreach related activities

• This work group focus: **Clean Mobility Equity / Outreach**
  • Purpose: Informative and interactive discussion on projects and long-term plan objectives

• Governor’s proposed Fiscal Year 2022-23 budget:
  • $419 million over 4 years
Key Priorities for Clean Mobility Equity

• Support the State’s goals to address climate change, air quality, ZEV deployment, and petroleum reduction
• Incorporate equity into every decision from the start
• Support community-driven clean transportation solutions and multi-sector approaches
• Build on successes of previous investments and incorporate lessons learned
• Support economic recovery and job training and apprenticeship opportunities
• Expand mobility options beyond vehicle ownership
Definitions for Work Group

• **Priority Populations**: Focus of California Climate Investments. Include the State’s disadvantaged communities, low-income communities, and low-income households.

• **Under Resourced**: Communities that lack clean mobility options and financial capital for upfront project costs. Used in the context of the Clean Mobility Options Voucher Pilot Program and the Sustainable Transportation Equity Project.

• **Socioeconomic Benefits**: Project specific based on goals and intended outcomes. For clean mobility equity investments, the focus on priority populations’ access to goods and services and workforce training and development opportunities, in addition to promoting improved community air quality.
Clean Transportation Equity Investments Background and Highlights
History of Clean Mobility Investments
Fiscal Years 2014-15 & 2016-17

• CARB funded 8 regional projects through 3 competitive solicitations to provide zero-emission carsharing and vanpools:
  • Car Sharing and Mobility Options (2 solicitations)
  • Agricultural Worker Vanpools Pilot Project (1 solicitation)

Low Carbon Transportation Investments and AQIP Grant Solicitations
California Air Resources Board
History of Clean Mobility Investments
Fiscal Year 2017-18

• SB 350 Low-Income Barriers Report provided foundational guidance for community investments
  • Led to new mobility project types to meet unique community needs
• New solicitations:
  • Clean Mobility Voucher Pilot Program
  • One Stop Shop Project (now Access Clean California)
History of Clean Mobility Investments
Fiscal Year 2018-19

• New solicitation:
  • Clean Mobility in Schools Pilot Project (to address the role of schools in promoting clean mobility and increasing awareness of options across sectors)

• SB 150 Progress Report
  • Reaffirmed the need to expand transportation choices that reduce vehicle miles traveled to meet climate and equity goals
History of Clean Mobility Investments
Fiscal Year 2019-20

• Increased focus on and funding for community transportation needs assessments and planning grants
• New solicitation:
  • Sustainable Transportation Equity Project (STEP)
History of Clean Mobility Investments
Fiscal Year 2021-22

• Specific workforce training and development investments
• Continued stakeholder and community support for and investments in pilot projects:
  • Clean Mobility Options
  • Clean Mobility in Schools
  • STEP
  • Access Clean California
Comments and Questions

Use the raised hand function (#2 if calling in by phone) or submit your question or comment in the Q&A box on Zoom.

Please state your name and affiliation before asking a question or making a comment.
Regional Clean Mobility Pilot Projects Overview

Our Community Car Share
Electric vehicle car share and mobility subsidies for Sacramento multi-unit housing/other communities

Car Sharing and Mobility Hubs in Affordable Housing
Electric vehicle car share and clean mobility options for Bay Area housing/other communities

Agricultural Worker Vanpools
Clean transportation vanpools for agricultural workers in the San Joaquin Valley and other regions

Valley Air ZEV Mobility Pilot
Electric vehicle car share in Merced, Bakersfield, and Fresno County

BlueLA Car Share
Electric vehicle car share and e-bikes in LA communities

Ecosystem of Shared Mobility
Electric vehicle car share in rural Tulare and Kern Counties

Lift Line Paratransit Dial-a-Ride Electric Vehicle Transition Program
ADA equipped EV shuttle bus replacement in Watsonville
### Regional Clean Mobility Options Projects Funding and Status

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Fiscal Year</th>
<th>Total Funds Awarded (Approx.)</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BlueLA Car Share</td>
<td>Fiscal Year 2014-15</td>
<td>$4.6M</td>
<td>Active</td>
</tr>
<tr>
<td>OurCommunity Car Share</td>
<td>Fiscal Year 2014-15</td>
<td>$5.8M</td>
<td>Active</td>
</tr>
<tr>
<td>Lift Line Paratransit</td>
<td>Fiscal Year 2016-17</td>
<td>$516,000</td>
<td>Active</td>
</tr>
<tr>
<td>Car Sharing and Mobility Hubs</td>
<td>Fiscal Year 2016-17</td>
<td>$3M</td>
<td>Active</td>
</tr>
<tr>
<td>Valley Air ZEV Mobility</td>
<td>Fiscal Year 2016-17</td>
<td>$749,000</td>
<td>Inactive</td>
</tr>
<tr>
<td>Ecosystem of Shared Mobility</td>
<td>Fiscal Year 2016-17</td>
<td>$3M</td>
<td>Active</td>
</tr>
<tr>
<td>Agricultural Worker Vanpools</td>
<td>Fiscal Year 2016-17</td>
<td>$6M</td>
<td>Inactive</td>
</tr>
</tbody>
</table>

**Total Funds Across Projects:** ~$24M
## Regional Clean Mobility Options Projects Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2015</td>
<td>Released the Targeted Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project solicitation</td>
</tr>
<tr>
<td>Spring 2017</td>
<td>Released the Car Sharing and Mobility Options Pilot Project solicitation</td>
</tr>
<tr>
<td>Early 2018</td>
<td>Released the Agricultural Worker Vanpool Pilot Project solicitation</td>
</tr>
</tbody>
</table>

Low Carbon Transportation Investments and AQIP Grant Solicitations | California Air Resources Board
## Regional Clean Mobility Options Project Data

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Number of Communities or People Served (Approx.)</th>
<th>Number of Zero-Emission Vehicles and Other Mobility Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>BlueLA Car Share</td>
<td>7 communities</td>
<td>100</td>
</tr>
<tr>
<td>Our Community Car Share</td>
<td>10 communities</td>
<td>16</td>
</tr>
<tr>
<td>Lift Line Paratransit</td>
<td>800 community members</td>
<td>3</td>
</tr>
<tr>
<td>Car Sharing and Mobility Hubs</td>
<td>3 communities</td>
<td>5</td>
</tr>
<tr>
<td>Valley Air ZEV Mobility</td>
<td>3 communities</td>
<td>9</td>
</tr>
<tr>
<td>Ecosystem of Shared Mobility</td>
<td>8 communities</td>
<td>27</td>
</tr>
<tr>
<td>Agricultural Worker Vanpools</td>
<td>2,000 community members</td>
<td>154</td>
</tr>
</tbody>
</table>
Statewide Clean Mobility Options Voucher Pilot Program

**Purpose:** Address SB 350 Barriers Report community input and the need for streamlined, statewide access to mobility funding

**Goal:** Improve under resourced communities’ access to clean mobility options that are safe, reliable, convenient, and affordable

**Project locations:** Clean Mobility Options – navigation
Statewide Clean Mobility Options
Voucher Pilot Program Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2018</td>
<td>Solicitation for statewide administrator (selected CALSTART)</td>
</tr>
<tr>
<td>June 2020</td>
<td>Community transportation needs assessment voucher application window #1 (awarded 24 vouchers)</td>
</tr>
<tr>
<td>October 2020</td>
<td>Mobility project voucher application window #1 (awarded 20 vouchers)</td>
</tr>
<tr>
<td>Spring/early Summer 2022</td>
<td>Mobility project voucher and community transportation needs assessments application window #2 (at least $15M for mobility projects and at least $1M for needs assessments)</td>
</tr>
</tbody>
</table>
# Statewide Clean Mobility Options Voucher Pilot Program Data

<table>
<thead>
<tr>
<th>Total Funds Allocated (in millions)</th>
<th>Number of Projects</th>
<th>GHG Emission Reductions</th>
<th>Investment in Priority Populations</th>
<th>Number of Zero-Emission Vehicles and Other Mobility Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>$55*</td>
<td>- 20 mobility projects &amp; - 24 needs assessments</td>
<td>~2,136 MTCO2e</td>
<td>100%</td>
<td>~585</td>
</tr>
</tbody>
</table>

*This includes past and expected FY 2021-22 CARB funds and $8M in CEC funding contributed. This does not include approximately $20M in funding allocated to CARB’s earlier regional clean mobility projects.
Clean Mobility in Schools

**Purpose:** Address unique clean mobility needs of schools and maximize emissions benefits across sectors (e.g., school buses, infrastructure, lawn and garden equipment, curriculum)

**Goals:** Boldly transform school communities. Increase awareness of and accessibility to clean technology, promote mode shifting, and maximize emissions reductions

**Project locations:**
El Monte, San Diego, Stockton, new project in Sacramento
### Clean Mobility in Schools Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2019</td>
<td>Fiscal Year 2018-19 solicitation</td>
</tr>
<tr>
<td>January – May 2020</td>
<td>3 grants selected and awarded</td>
</tr>
<tr>
<td>Fall 2021 – Summer 2022</td>
<td>Additional funding awarded to Fiscal Year 2018-19 applications, including 1 new grant</td>
</tr>
</tbody>
</table>
## Clean Mobility in Schools Data

<table>
<thead>
<tr>
<th>Total Funds Allocated (in millions)</th>
<th>Number of Projects</th>
<th>GHG Emission Reductions</th>
<th>Investment in Priority Populations</th>
<th>Number of Zero-Emission Vehicles and Other Mobility Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35</td>
<td>4</td>
<td>~29,087 MTCO2e</td>
<td>100%</td>
<td>~128</td>
</tr>
</tbody>
</table>

*Projects in Action | California Air Resources Board*
Sustainable Transportation Equity Project (STEP)

**Purpose:** Address community-identified transportation needs via more flexibility, larger projects, and community involvement

**Goal:** Increase transportation equity in under resourced communities

**Project locations:** Sustainable Transportation Equity Project (STEP) | California Air Resources Board
<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2020</td>
<td>Technical assistance RFP with Strategic Growth Council for application support and Implementation Grant support (selected Estolano Advisors)</td>
</tr>
<tr>
<td>Summer 2020</td>
<td>Fiscal Year 2019-20 solicitation</td>
</tr>
<tr>
<td>November 2020 – June 2021</td>
<td>11 grants selected and awarded</td>
</tr>
<tr>
<td>Summer 2021</td>
<td>Technical assistance contract for Planning Grant support (with UC Berkeley Othering and Belonging Institute)</td>
</tr>
<tr>
<td>Fall 2021 – Summer 2022</td>
<td>Additional funding awarded to Fiscal Year 2019-20 applications, including 2 new grants</td>
</tr>
<tr>
<td>Spring 2022</td>
<td>Technical assistance RFP for continued Implementation Grant support</td>
</tr>
</tbody>
</table>
### STEP Data

<table>
<thead>
<tr>
<th>Total Funds Allocated (in millions)</th>
<th>Number of Projects</th>
<th>GHG Emission Reductions</th>
<th>Investment in Priority Populations</th>
<th>Number of Zero-Emission Vehicles and Other Mobility Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>$44.5</td>
<td>13</td>
<td>~7,716 MTCO2e</td>
<td>100%</td>
<td>~1,044</td>
</tr>
</tbody>
</table>

- 8 Planning
- 5 Implementation

**Sustainable Transportation Equity Project (STEP) | California Air Resources Board**
CARB Planning Investments include:
- Clean Mobility Options Voucher Pilot Program - Community Transportation Needs Assessment Vouchers
- STEP - Planning and Capacity Building Grants

CARB Mobility Investments include:
- Regional Clean Mobility Options Projects
- Clean Mobility Options Voucher Pilot Program - Mobility Project Vouchers
- Clean Mobility in Schools grants
- STEP - Implementation Grants
Workforce Training and Development

Purpose: Address community needs identified in the SB 350 Barriers Report for more workforce training and development to support a transition to zero-emission

Goal: Expand workforce training and development investments and opportunities

Project locations: IDEAL ZEV Workforce projects in priority communities statewide; additional CARB investments TBD
## Workforce Training and Development Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2021</td>
<td>IDEAL ZEV Workforce Interagency Agreement with CEC executed</td>
</tr>
<tr>
<td>July 2021</td>
<td>First work group meeting to discuss proposed $1.5 million in dedicated Fiscal Year 2021-22 funding</td>
</tr>
<tr>
<td>October 2021</td>
<td>IDEAL ZEV Workforce solicitation released GFO-21-602 - IDEAL ZEV Workforce Pilot (ca.gov)</td>
</tr>
<tr>
<td>November 2021</td>
<td>$1.5 million in funding approved for the FY 2021-22 Funding Plan</td>
</tr>
<tr>
<td>Spring 2022</td>
<td>CEC to announce IDEAL ZEV Workforce Pilot Project awardees; begin project implementation</td>
</tr>
<tr>
<td>Spring 2022</td>
<td>Final proposal for $1.5 million in funding to be discussed and vetted through a public process</td>
</tr>
</tbody>
</table>
## Workforce Training and Development Data

<table>
<thead>
<tr>
<th>Total Funds Allocated (in millions)</th>
<th>Number of Projects</th>
<th>Investment in Priority Populations</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.5*</td>
<td>3 anticipated:</td>
<td>100%</td>
<td>IDEAL ZEV Workforce Pilot Project implementation anticipated in Spring/Summer 2022</td>
</tr>
<tr>
<td></td>
<td>• IDEAL ZEV Workforce Pilot Project with CEC</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Adult and vocational school project</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Expand ZEV dealership training</td>
<td></td>
<td></td>
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*Includes $1.5 million allocated in the FY 2021-22 Funding Plan and $1 million in FY 2019-20 state operations GGRF funds for IDEAL ZEV Workforce
Community Transportation Needs Assessments

- Advance equitable community-based transportation planning

| 8 STEP Planning and Capacity Building Grants ($1.75M) | 24 CMO Community Transportation Needs Assessment Vouchers ($1.15M) + future vouchers (with at least $1M) |

- Contract with UC Berkeley Othering & Belonging Institute
  - Community-based evaluation to CARB’s approach to community transportation needs assessments
  - Recommendations for encouraging community transportation needs assessments and funding mobility projects that address community-identified transportation needs

Project locations: Needs Assessment Awardees – Clean Mobility Options and Sustainable Transportation Equity Project (STEP) | California Air Resources Board
Community Technical Assistance and Capacity Building

- Providing assistance to under resourced communities for submitting mobility project applications and implementing projects is essential to accessing funding.
- Consider lessons from ongoing efforts:
  - STEP Planning and Capacity Building grants
  - STEP technical assistance contracts (Strategic Growth Council & Estolano Advisors, UC Berkeley Othering and Belonging Institute)
  - CMO technical assistance and network
    - Statewide administrator (CALSTART, SUMC, and LGC)
    - Clean Mobility Equity Alliance
  - Access Clean California and Partner Network
    - Building community-based organization capacity
- Thought partners to be included in future work group meetings

CARB
**Access Clean California**

**Purpose:** Address community needs identified in the SB 350 Barriers Report to streamline access to, and coordinate outreach for, consumer-facing equity projects.

**Goals:** Increase participation in overburdened communities and grow network of outreach partners.
## Access Clean California and Outreach

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2018</td>
<td>Released solicitation for One Stop Shop (Grid Alternatives selected)</td>
</tr>
<tr>
<td>Fall 2021</td>
<td>Access Clean California web portal available to the public</td>
</tr>
<tr>
<td>Summer 2022</td>
<td>New grant agreement with GRID Alternatives to continue implementing Access Clean California</td>
</tr>
</tbody>
</table>

[Home | Access Clean California]
Current Pilot Evaluations

• Quantitative and qualitative data to help direct CARB investments and make policy decisions
  • Ongoing public feedback
  • UC Berkeley research contracts
  • Internal and third-party assessments of pilots
  • Reporting of lessons and additional feedback from mobility project grantees
  • User experiences and feedback

• Examples include:
  • Clean Mobility Options program modifications based on public feedback
  • STEP Technical Assistance Interim Report
  • Access Clean California and Partner Network
  • Greenlining Institute Clean Mobility Equity Report
Some Key Lessons Learned

• There is an increasing need for mobility options beyond carshare
  • A driver's license is required for using some mobility services
• Flexibility is needed to address dynamic community needs
  • Mobility options must consider and accommodate specific needs (e.g., large families, disabled individuals, etc.)
• Mobility projects take a lot of time, collaboration, and resources to design, develop, and launch
  • Building partnerships takes time and community capacity
  • Infrastructure takes time to install
  • Communities often cannot cover upfront capital costs
Some Key Lessons Learned (cont.)

• Rural, agricultural, Tribal, and other under resourced communities have a **large need for technical assistance**, capacity building, and additional mobility investment

• Making services **financially sustainable** especially without access to long-term secured funding is extremely challenging

• Initial CARB investments are **leading** to schools, communities, and local governments in investing in zero-emission technologies beyond grant funding

• There is an ongoing need to **build awareness** of mobility programs especially in communities that are underrepresented
Lessons for 4-Year Planning

• All key lessons learned will be considered as staff develop a 4-year plan
  • This includes mobility strategies and outreach
• Particular attention will be on lessons that help:
  • Understand, measure, and maximize socioeconomic benefits and demographic impacts
  • Support an evolution from smaller scale pilot projects to more comprehensive and streamlined community-based programs
Public Information on Clean Mobility Investments

Projects:
Projects in Action | California Air Resources Board

User Information:
Clean Mobility User Information | California Air Resources Board
Comments and Questions

Use the raised hand function (#2 if calling in by phone) or submit your question or comment in the Q&A box on Zoom.

Please state your name and affiliation before asking a question or making a comment.
Long-Term Strategy Overview for Clean Transportation Investments
4-Year Plan Requirements and Purpose

- SB 1275: Long-term plan for Clean Vehicle Rebate Program and related programs
  - Began with Fiscal Year 2016-17 Funding Plan
  - Update the plan at least every 3 years through January 1, 2023

Pilot Project Phase:
Showed that communities want these services

Community-Based Program Phase:
Accelerate investments, expand services, and ensure equity
## Governor’s Proposed Budget
### Fiscal Year 2022-23 to Fiscal Year 2025-26

<table>
<thead>
<tr>
<th>Fiscal Year (FY)</th>
<th>Funding Projected (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2022-23</td>
<td>$65</td>
</tr>
<tr>
<td>FY 2023-24</td>
<td>$130</td>
</tr>
<tr>
<td>FY 2024-25</td>
<td>$134</td>
</tr>
<tr>
<td>FY 2025-26</td>
<td>$90</td>
</tr>
<tr>
<td>4-Year Total</td>
<td>$419</td>
</tr>
</tbody>
</table>
Considerations for 4-Year Plan

- Lessons learned through pilots and evaluations
- Dedicated outreach and engagement to ensure policy changes represent diversity of needs statewide
- Coordinated approach to investments to maximize access and other benefits to communities
- SB 350 implementation, including identifying and addressing community-identified transportation needs
- COVID-19 impacts
- Financial sustainability of mobility services
Transportation Equity

“When a community’s transportation system provides accessible, affordable, environmentally sustainable, reliable, and safe transportation options to all residents, in particular those that have been disproportionately impacted by pollution or lack access to services. Transportation equity is intrinsically linked to access to economic opportunities and occurs when community residents have the power to make decisions about their transportation systems.”

- Definition developed through STEP solicitation public process
Preliminary Objectives for CARB’s Clean Mobility Investments

**Priority Population Investment Objectives**

- Increase access to key destinations
- Reduce VMT and GHG emissions
- Identify / address communities’ transportation needs
- Incorporate community-driven decision making

**CARB Project Administration Objectives**

- Streamline access to funds
- Document and share lessons learned
- Assess outcomes and adjust policies to maximize benefits
Preliminary Objectives for CARB’s Clean Mobility Investments: What Are Your Ideas?

• What are your goals for CARB’s clean mobility investments?

• How can CARB facilitate investments that directly address impacts of COVID-19 on transportation access to key destinations, economic opportunities, etc.?

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Outreach and Engagement Process

- Public work group meetings for long-term plan and others
- One-on-one meetings/phone calls
- Update CARB website to collect ongoing stakeholder feedback
- Identify communities not being reached or participating in our programs and directly engage
- Leverage existing networks and form new partnerships
  - Othering and Belonging Institute (UC Berkeley)
  - Charge Ahead California Network
  - Clean Mobility Advocate Network
  - Access Clean California Partner Network
- Understand specific community needs not being met and where CARB programs can support
- Others we should consider?
Outreach and Engagement Process: What Are Your Ideas?

• What is missing from this outreach process?
• What outreach should CARB prioritize?
• How can CARB maximize outreach, especially with rural, Tribal, communities of color, and other underserved communities?

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Metrics to Evaluate Program Outcomes and Community Benefits

- GHG emissions reductions (SB 535, AB 1550)
  - Complimentary policies (e.g., VMT reductions)
- Socioeconomic benefits (equity goals)
  - Increase access to clean transportation options and key destinations
  - Provide access to goods and services
- Demographic makeup of project participants, communities, and organization leadership is a priority

Collect data → Develop methodology (Leverage existing tools and resources) → Share results
Consider Greenlining Standards for Equitable Community Investment in Program Development

- Be equity and community-driven at every stage
- Emphasize race-conscious solutions
- Prioritize multi-sector approaches
- Deliver intentional benefits
- Build community capacity
- Establish paths toward wealth-building

Leverage other 3rd party reviews and evaluations of CARB’s clean mobility equity investments
Develop Metrics to Evaluate Program Outcomes and Community Benefits: What Are Your Ideas?

- What metrics should CARB focus on, including measuring socioeconomic benefits and behavioral changes?
- How do you meaningfully measure progress and assess outcomes of clean mobility projects in your community?

Use the raised hand function (#2 if calling in by phone) or submit your question or comment in the Q&A box on Zoom.

Please state your name and affiliation before asking a question or making a comment.
Upcoming Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 15</td>
<td>First FY 2022-23 Funding Plan Workshop</td>
</tr>
<tr>
<td>Late March</td>
<td>Second light-duty vehicle work group meeting for the Long-Term Plan</td>
</tr>
<tr>
<td>Mid-April</td>
<td><strong>Second clean mobility work group meeting for the Long-Term Plan</strong></td>
</tr>
<tr>
<td>Mid-May</td>
<td>Governor releases revised FY 2022-23 Budget proposal</td>
</tr>
<tr>
<td>Late May</td>
<td>Third light-duty vehicle work group meeting for the Long-Term Plan</td>
</tr>
<tr>
<td>By Late May</td>
<td><strong>Third clean mobility work group meeting for the Long-Term Plan</strong></td>
</tr>
<tr>
<td>March-July</td>
<td>Various public meetings for the FY 2022-23 Funding Plan</td>
</tr>
<tr>
<td>Summer 2022</td>
<td>Final FY 2022-23 Funding Plan Workshop</td>
</tr>
<tr>
<td>Fall 2022</td>
<td>Release proposed 2022-23 Funding Plan with long-term plan for consideration at late-2022 Board meeting</td>
</tr>
</tbody>
</table>
Comments and Questions

Use the raised hand function (#2 if calling in by phone) or submit your question or comment in the Q&A box on Zoom.

Please state your name and affiliation before asking a question or making a comment.
Closing Remarks
CARB Contact Information

• CARB Long-Term Plan Update and Mobility Strategy Contacts:
  • Ashley Georgiou, Ashley.Georgiou@arb.ca.gov
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• Direct outreach and engagement is welcome – we want to hear from you!
• Subscribe to CARB’s GovDelivery listserv to stay informed
Adjourn

Thank you for participating!