



California Air Resources Board  
Fiscal Year 2022-23 Funding Plan for Clean  
Transportation Incentives



Second Workshop for the Light-Duty Vehicle Long-Term Plan Update  
Wednesday, March 30, 2022, 12:30 –4:30 p.m. (PT)

Webinar Information

Zoom Webinar Registration Link:

[https://us06web.zoom.us/webinar/register/WN\\_juA9wXblTdGIV9-CyOu6vA](https://us06web.zoom.us/webinar/register/WN_juA9wXblTdGIV9-CyOu6vA)

AGENDA

- |                         |   |
|-------------------------|---|
| 12:30 p.m. – 12:45 p.m. | Introduction and Overview   |
| 12:45 p.m. – 2:40 p.m.  | Zero-Emission Vehicle (ZEV) Market Sustainability Panel Presentations                             |
| 2:40 p.m. – 2:50 p.m.   | Break   |
| 2:50 p.m. – 4:25 p.m.   | ZEV Market Sustainability Discussion<br><i>(See page 2 for questions to guide the discussion)</i> |
| 4:25 p.m. – 4:30 p.m.   | Next Steps  |
| 4:30 p.m.               | Adjourn   |

\*All times are approximate—if a topic concludes early we will proceed with the next item.

This meeting will be recorded. A link to the recording will be available two weeks after the meeting date on the [Low Carbon Transportation Investments Meetings and Workshops page](#).

## ZEV Market Sustainability Discussion Questions

The following questions will be posed to the panelists participating in the workshop. There will be time after each question for members of the public to build upon these questions and ask additional questions of the panelists.

1. As we've seen, electric vehicles (EV) are a high priority for the administration and the Legislature, and today we've heard a lot about what's to come. Of these efforts, which should the state prioritize when it comes to supporting the EV market and consumer awareness efforts and why?
2. The variety of available EVs in different vehicle classes does not yet mirror that of the internal combustion engine market. How important is diversity among vehicle options and when can we expect auto manufacturers to produce a larger number of affordable EVs in various vehicle classes?
3. We have heard from stakeholders that it is important for our incentive programs to support the secondary EV market to ensure access to cleaner vehicles for all Californians. Additionally, data shows that a percentage of used EVs end up out of state. How can our incentive programs adjust to continue and expand support of the used EV market in California while prioritizing funding for lower-income car buyers? How can we make changes to our current incentives portfolio to help keep these EVs in California?
4. We've heard today about the various population groups that have yet to adopt EVs at the same rate as other population groups in California. What plans are there to target future outreach to these groups? What are some other ways that we can better target outreach either through larger efforts like Veloz or through our incentive programs?
5. A more hands-on, case management approach to incentives seems to have a positive impact and increases EV uptake, particularly among lower-income car buyers. How can we take what we've learned so far about this approach, and apply it to our larger, statewide EV purchase incentive efforts?