Third Public Workshop on the Fiscal Year (FY) 2022-23 Update to the Long-Term Plan for Light-Duty Vehicles & Clean Mobility Investments
June 22, 2022
Agenda

• Introduction and Overview
• Increasing Program Reach with Community Based Organizations (CBO) & Other Grassroots Organizations
• Access Clean California (ACCess) Update
• Long Term Vision for Vehicle Purchase Incentives
• Discussion
• Next Steps
Background

• Second major update as required by Senate Bill (SB) 1275
  • Major update every three years through January 1, 2023
• Supplemental Report Requirement of the 2018-19 Budget Act
  • Annual updates through January 1, 2030
• In-Depth Update on the Long-Term Plan for Clean Transportation Equity Investments
Previous Long Term Plan Workshops

• February
  • Zero-Emission Vehicle (ZEV) Market and Technology Assessment Update Workshop held February 10, 2022

• March
  • Sustainable and equitable ZEV market workshop held March 30, 2022

• Program-Specific work groups held primarily through May 2022
Purpose of Today’s Workshop

• Provide updates on work with CBOs and other grass roots organizations
• Provide an update on ACCess
• Discuss long term vision for light-duty vehicle purchase incentive programs
  • Includes Clean Vehicle Rebate Program (CVRP), Clean Cars 4 All (CC4A), Financing Assistance, ACCess, and Electric Bicycle Incentives Project (EBIP)
  • Draft Funding Splits
  • Draft Long-Term Proposals
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.
Increasing Program Reach with CBOs & Other Grass Roots Organizations
Center for Sustainable Energy
Comments and Questions

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Access Clean California
Nick Nairn-Birch, CARB
Agenda

- Background
- ACCess progress update (GRID Alternatives)
- Draft proposed funding for FY 2022-23
Background

• SB 350 Barriers Study priority recommendation
• Streamline access and coordinate outreach for clean transportation incentives in priority communities
• $14 million allocated to-date
  • $5 million in FY 17-18 (Volkswagen Settlement)
  • $5 million in FY 19-10 (Greenhouse Gas Reduction Fund (GGRF))
  • New FY 21-22 $4 million grant (GGRF) executed in April
• Administered by GRID Alternatives
Access Clean California Update
GRID Alternatives
FY 22-23 Draft Proposed Funding

• Staff considering $5 million allocation to:
  • Continue supporting outreach partners, Benefits Finder application tool, and case management
  • Increase participation from underrepresented communities
  • Expand outreach partner network to fill gaps
  • Develop ‘public option’ for Benefits Finder
• Funding to be awarded via competitive solicitation
Comments and Questions

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Long-Term Vision for Light-Duty Vehicle Purchase Incentives
Raquel Leon, CARB
## Vehicle Purchase Incentives: FY 2022-23 Proposed Funding Splits (millions)

<table>
<thead>
<tr>
<th>Project</th>
<th>Low Carbon Transportation Allocation</th>
<th>General Fund Allocation</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CVRP</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CC4A – Statewide Expansion</td>
<td>$0</td>
<td>$250</td>
<td>$250</td>
</tr>
<tr>
<td>CC4A – District Programs</td>
<td>$60</td>
<td>$50</td>
<td>$110</td>
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<tr>
<td>Financing Assistance</td>
<td>$0</td>
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<td>$110</td>
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<tr>
<td>EBIP</td>
<td>$0</td>
<td>$15</td>
<td>$15</td>
</tr>
<tr>
<td>ACCess</td>
<td>$5</td>
<td>$0</td>
<td>$5</td>
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<tr>
<td>CalSTA California Integrated Travel Project</td>
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<td>$5</td>
<td>$5</td>
</tr>
<tr>
<td>Equity Vehicle Purchase Incentive Reserve Fund</td>
<td>$11</td>
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<td>$11</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$76</strong></td>
<td><strong>$430</strong></td>
<td><strong>$506</strong></td>
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</tbody>
</table>
Vehicle Purchase Incentives: Priorities

• Improved consumer experience
  • Consolidate programs/applications where possible
  • Increased program alignment
  • Move to needs-based model of implementation
• Increased outreach through CBOs and other grass roots organizations to improve awareness of clean transportation incentives in priority communities
• Increased incentive amounts that are sufficient to assist with the switch to electric
• Increased support for used electric vehicles
Long-Term Program Change Considerations FY 2022-23 through 2024-25

- Increased incentive amounts for lower income car buyers
- Pre-qualification in CVRP to bring all incentives to the point of purchase for low-income applicants
- Continued alignment across programs where possible
- Expanded Community Partner Network to increase partnerships with and outreach through CBOs and other grass roots organizations
- Single application for all vehicle purchase incentive programs through ACCess
- Expanded support of electric bicycles
- Additional suggestions?
Long-Term Program Change Considerations Beyond FY 2024-25

• Additional support for used ZEVs without a scrap requirement
• Phase out standard rebates in CVRP
• Additional suggestions?
Comments and Questions

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Next Steps & Closing
Next Steps

• CARB staff to consider stakeholder input and continue analysis
• Finalized update to the Long-Term Plan to be included in the FY 2022-23 Funding Plan for Clean Transportation Incentives (Appendix C)
  • November 2022 Board Hearing
• CARB staff to provide updates in future funding plans
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