



Incentive Program Advisory Group (IPAG)

California Air Resources Board (CARB)

June 30, 2022

Agenda

- Welcome
- April IPAG Meeting Recap
- Moyer Incentives for ALL Fleets going Zero-Emission (ZE):
Interconnectivity of Incentive Programs
 - Program Benefits and Coordination
- Equity Incentives in Moyer for going ZE
 - Small Fleets
 - Underserved Communities
- Program Improvements to Increase Equity Incentive Opportunities
- Group Feedback and Discussion
- Next steps

Let us know who you are?

April IPAG Meeting Recap....We Heard:

1. Importance of Moyer Incentives to all Fleets
2. Continuing Voucher Incentive Program (VIP) for small fleets
 - Increase access for small fleets with focus on equity communities & owner/operators
3. Lack of User Knowledge of Incentives Interconnectivity
 - Need understanding of available incentives and synergies between incentive programs within the agency
 - Need for additional resources & clear, simple and direct information for small fleets in priority populations
4. Critical Need for Infrastructure Packaging
 - Opportunities to pair vehicle purchases with infrastructure

April IPAG Meeting Recap....Continued

5. Equitable Access for Financing

- Explore opportunities for other sources of funding for small fleets in underserved communities

6. Enhance equitable outreach opportunities

- Determine how CARB can be more effective addressing equity when reaching small fleets in underserved communities to take advantage of available programs.
- Explore where assistance should be provided through the transition to zero-emission (ZE) technologies

Word Cloud: What challenge(s) have you had accessing incentives?

(i.e. awareness, solicitation period, accessibility, funding, etc.)

Carl Moyer Incentives for ALL Fleets Adopting Zero Emission Vehicles

IPAG Proposal Discussions
CARB Staff Presenting

Moyer Incentives Interconnectivity

- Truck loan assistance program partnership
 - Additional Moyer funding available for ZE applicants
 - Ability to pay down the loan with Moyer VIP
 - Exclusively for small fleets (10 or less)
- Community Air Protection (CAP) Incentives eligible funding source for Moyer/VIP
- Moyer State Reserve partnering with Clean Off-Road Equipment Voucher Incentive Project (CORE)
 - Replacing commercial lawn and garden equipment

Moyer Incentives Interconnectivity

- Potential stacking opportunities with Moyer
 - Federal opportunities – Federal Transit Administration (FTA), Diesel Emissions Reduction Act National Grant Program (DERA)
- Gather and provide incentive feedback through existing CALSTART [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)] process
- Collaborative efforts underway to improve upon existing financial and non-financial supports for zero-emission vehicles (ZEVs)

Vehicle Options

Replacement

or

Fleet Expansion

- For vehicle replacement, scrapping old truck required to fund new ZEV



SCRAP OLD TRUCK



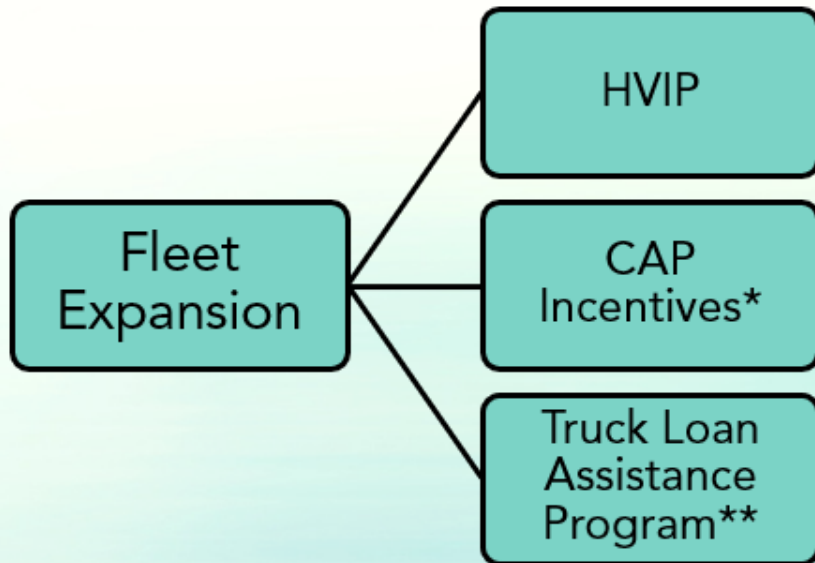
FUND NEW ZEV

- Fleet expansion does not require change to existing fleet trucks to fund new ZEV



FUND NEW ZEV

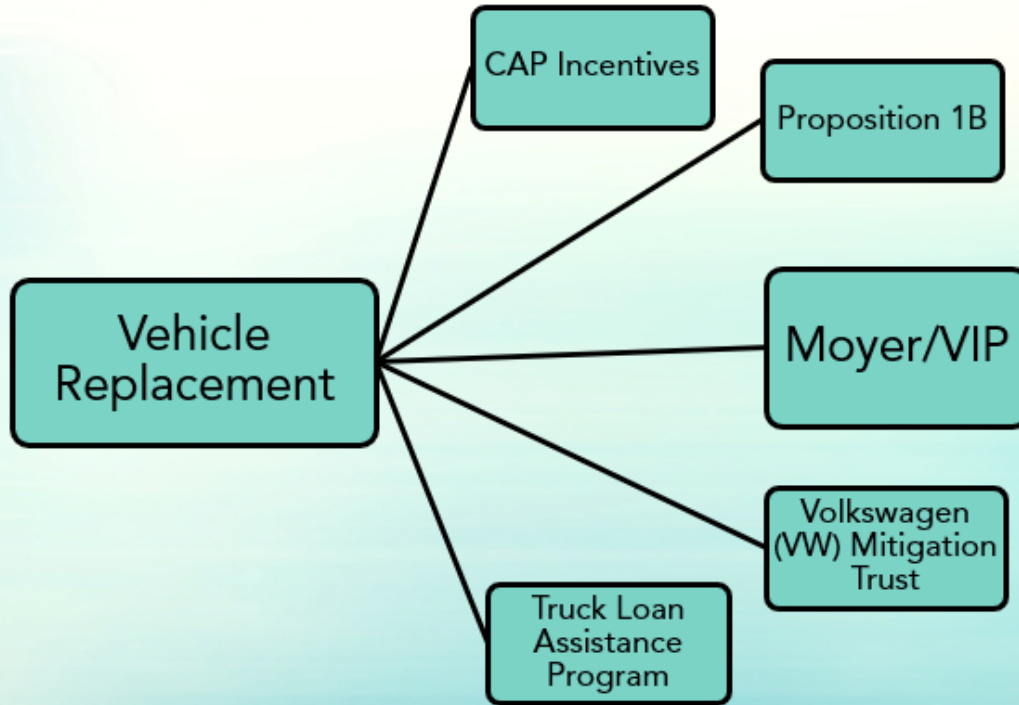
Incentive Programs to Expand Your Fleet



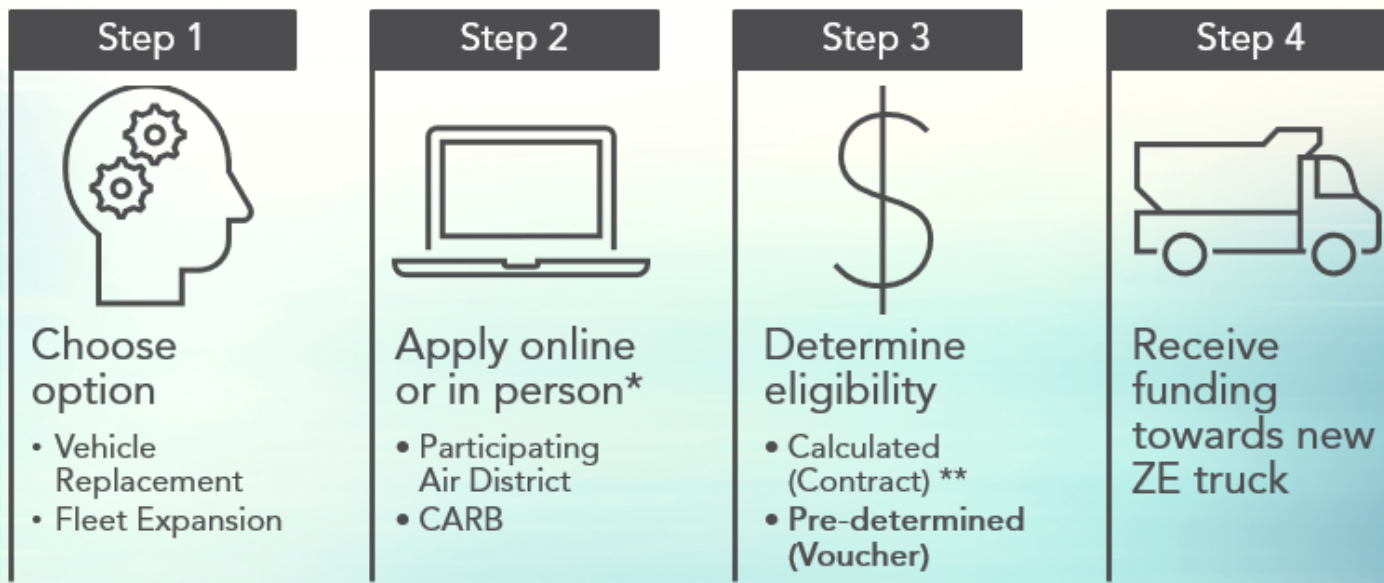
* Fleet expansion only available for Community Emission Reduction Programs (CERP); please contact your local air district.

** Funding option only available for small fleets (10 or fewer vehicles)

Incentive Programs to Replace Your Truck



How to Access Incentives



* For more details see [Financial Assistance | TruckStop \(ca.gov\)](#)

**Additional time, participant requirement(s), and/or resources required for contracts. Please consult with the implementing agency or air district.

Carl Moyer Incentives

Equity for Small Fleets Adopting Zero Emission Trucks

IPAG Proposal Discussions
CARB Staff Presenting

Current Moyer/VIP Benefits

- Funding option for districts for smaller fleets
- Streamline, Simple, and Speedy
 - Complements Moyer On-Road Contract
 - Easy for dealership to implement
 - Pre-determined funding amounts
- Zero Emission Trucks (ZET) eligible in 2022 VIP
 - Up to \$410K (class 8 truck)
- Infrastructure available; 50% for all projects



Moyer Voucher Application Process

Step 1



Choose
Option

- Vehicle Replacement

Step 2



Apply online
or in person

- Participating Air District

What is the process for applying for funds through VIP?

1. The buyer fills out and submits a completed application at a participating dealership.
2. The dealership forwards the application to a participating air district.
3. The air district evaluates and approves a completed voucher application within **15 business days**.

Word Cloud: Where would you want to charge your trucks?

(i.e. Truck yard, truck depot, truck stop)

15-minute Break (Optional)

Carl Moyer Incentives Program Improvements to Increase Equity Incentive Opportunities

IPAG Proposal Discussions
CARB Staff Presenting

Potential Infrastructure Changes

1. **Infrastructure plus-up** funding option: +5% for small fleets

- Additional 5% for specialty projects (truck yard, truck stop, truck depot, etc.) located in disadvantaged or low-income communities [California Clean Investments [\(CCI\) Interactive Map](#)]
- Exploring opportunities with other agencies [ex. California Energy Commission (CEC), Southern California Edison (SCE), San Diego Gas & Electric (SDGE)]

2. Opportunity to **create alliances between fleets**

- Limited opportunity for large fleets to participate in VIP but must have publicly accessible infrastructure
- Require **equity milestone**; minimum 50% of projects
- **Prioritize & reserve VIP funding for small fleets in underserved communities**
 - 70% Moyer funding for small fleets (1-3 vehicles)

Stronger ZET Adoption for Environmental Justice

- **Vehicle Plus-up:** Additional focus on equity in VIP with funding option for Disadvantaged (DAC) and Low-Income (LIC) communities
 - No funding cap for ZETs
 - Small fleet (10 or less vehicles) in DAC & LIC – up to 80% of vehicle cost PLUS:
 - +15% for small fleets of 3 or less vehicles
 - +10% for small fleets of 4 -10 vehicles
- **Strengthen Air District Reporting** of overall Moyer Program Environmental Justice (EJ) Project
 - H&SC § 43023.5; minimum 50% of Moyer funds (population over 1 million)
- **Implement Reporting** specific EJ requirements in VIP
 - Utilize existing definition of Disadvantaged and Low-Income communities
 - Require VIP (Moyer or CAP) projects in EJ areas to be reported

How can we better support you?

Participating Air Districts

Bay Area, North Coast, San Diego, South Coast, San Joaquin Valley, and Siskiyou

Greater Accessibility to Resources

Strengthen outreach efforts e.g., small fleets and business.



Expand VIP Network

Encourage participating air districts to implement VIP on behalf of other non-participating Air Districts

Align with Moyer On-Road Updates

e.g., increase engine model year eligibility

Equity-Focused Community Outreach

- **Public tool ideas**
 1. IPAG public comment tool IPAG2022@arb.ca.gov
 2. On-road grant calculator (under further development)
 3. Provide map of publicly accessible Infrastructure
- Offer **public listening session(s)** for participating air districts, dealerships and dismantlers
 - Small and equity fleets and community perspective
 - Minority owned businesses and associations

Equity-Focused Community Outreach...cont

- SB 372 directs CARB to develop supporting programs to assist fleets in their transition to ZE vehicles.
- Goals
 - **Prioritize underserved communities**
 - Get feedback on what fleets need to succeed
 - Improve existing financial and non-financial supports
 - Coordinate & align with partnering state agencies

Feedback on Equity Focus

Which of these ideas would be the most helpful?

What additional ideas should we be considering?

2022 Next Steps

- Further meeting(s) as needed
 - Strengthen key principle and concepts
 - 45-Day Notice
- November: Memo to the Board

Contact Information

Incentive Program Advisory Group website
<https://ww2.arb.ca.gov/our-work/programs/ipag>

Incentive Program Advisory Group email
IPAG2022@arb.ca.gov

SB 372 Contact
movingca@arb.ca.gov