



Work Group for Clean Transportation Equity and Light-Duty Vehicle Investments

August 23, 2023

Today's Agenda

Time	Agenda
9:00 a.m. – 9:10 a.m.	Introduction and Overview
9:10 a.m. – 9:55 a.m.	Vehicle Eligibility for Clean Transportation Equity and Light-Duty Vehicle Projects
9:55 a.m. – 10:40 a.m.	Funding for Adaptive Technology Retrofits
10:40 a.m. – 10:50 a.m.	BREAK
10:50 a.m. – 11:35 a.m.	Assembly Bill 630 Report Update
11:35 a.m. – 12:20 p.m.	Universal Dashboard Update
12:20 p.m. – 1:00 p.m.	LUNCH
1:00 p.m. – 1:45 p.m.	Proposed Process Changes for Sustainable Clean Transportation Equity Projects
1:45 p.m. – 2:00 p.m.	Next Steps

Introduction and Overview

Vehicle Purchase Incentives

Clean Cars 4 All (CC4A) – District and Statewide

Replace old vehicles with clean vehicles

Financing Assistance

Loans and grants to purchase
clean vehicles

Clean Vehicle Rebate Project (CVRP)

Rebates for the purchase of
new electric vehicles

California E-Bike Incentive Project

Incentives for electric bicycles

Zero-Emission Assurance Project (ZAP)

Incentives for battery or fuel
cell replacements

California Integrated Travel Project (Cal-ITP)

Payment issuance strategy

Access Clean California

Increase awareness of clean
transportation equity incentives

Sustainable Community-Based Transportation Equity Projects

Clean Mobility Options Voucher Pilot Program (CMO)
Community-based shared mobility projects and community transportation needs assessments



Sustainable Transportation Equity Project (STEP)
Multifaceted clean transportation and supporting projects to address community transportation needs and reduce VMT



Regional Clean Mobility Options Projects
Early pilots to provide shared mobility services across the state



Clean Mobility in Schools (CMIS)
Supports clean transportation needs of K-12 public school districts



Planning and Capacity Building (Planning)
Community-led planning and capacity building projects and dedicated, localized technical assistance and outreach



Vehicle Eligibility

Background

- CVRP has maintained a list of vehicles eligible for the program, and several other programs have referenced this list for eligible new vehicles for their programs
 - List includes new battery electric, plug-in hybrid electric, and fuel cell electric vehicles as well as zero-emission motorcycles
- Auto manufacturers must apply to the California Air Resources Board (CARB) to have their vehicles reviewed, approved, and added to CVRP's list of eligible vehicles
- Vehicle eligibility criteria have been approved by the Board through the Funding Plan for Clean Transportation Incentives
- With CVRP closing in the coming months, staff plans to migrate the eligible vehicle list to the CARB website

Current Vehicle Eligibility Criteria

- Be new, as defined in the California Vehicle Code (CVC) Section 430, and manufactured by the original equipment manufacturer (OEM) or its authorized licensee
- Meet warranty provisions
 - The vehicle drive train, including applicable energy storage system or a battery pack, must be covered by a manufacturer warranty

Current Vehicle Eligibility Criteria (cont.)

- Have a base Manufacturer Suggested Retail Price (MSRP) for the following vehicle categories:
 - Base MSRP of \$60,000 or less for vehicles that fall under the Large Vehicles category (e.g., minivans, pickups, and SUVs)
 - Base MSRP of \$45,000 or less for vehicles that fall under the Cars category. These are all other light-duty vehicles classes (e.g., hatchbacks, sedans, wagons, and two-seaters)
- Plug-in hybrid electric vehicles must have greater than or equal to 30 miles of Environmental Protection Agency (EPA) range on electricity alone

Staff's Preliminary Proposal

- For Fiscal Year (FY) 2023-24, maintain the vehicle eligibility criteria currently in place
 - Revisit the criteria and update as needed through future funding plans
- Migrate the list of eligible vehicles to the CARB website by late-2023
- CARB vehicle purchase incentive programs would continue to reference this list for eligible new vehicles but would also have the flexibility to set stricter requirements for each individual program

Comments and Questions



Use the raised hand function (#2 if calling in by phone)



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

Funding for Adaptive Technology Retrofits

Adaptive Equipment

- Adaptive Equipment for CC4A and Financing Assistance
 - Reduce barriers for drivers with disabilities
 - Required by 2022 Budget Act
 - Costs vary from \$20,000-\$25,000
- Key Feedback Needed
 - Should incentives cover partial or full cost for adaptive equipment?
 - What specific eligibility requirements should CARB consider for validating adaption needs?

Comments and Questions



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**10-Minute Break
Return at 10:50 a.m.**

Assembly Bill (AB) 630 Report Update

Evaluation and Goal Setting Report

- Informs the long-term direction of CC4A using data-drive goal setting
- Supplements other long-term plans such as the Long-Term Plan for Light-Duty Electric Vehicle (EV) Market, Light-Duty Vehicle Purchase Incentives, Clean Mobility Investments, and Outreach
- Incorporate stakeholder and community input
 - What analyses should be utilized?

Current Items

- Districts continue to collect and compile quantitative data from surveys, outreach efforts, and input with community-based organizations (CBO)
 - Surveys focusing on demographic data are released; currently pending data
- Analysis pertaining to underserved populations will be incorporated in the AB 630 Report.
 - Proposal to establish baseline using CalEnviroScreen 4.0

CC4A Allocations

Program	Cumulative Funding (in millions)	Funds remaining (in millions)
South Coast AQMD	\$131	\$42
San Joaquin Valley APCD	\$76	\$29
Bay Area AQMD	\$63	\$33
Sac Metro AQMD	\$24	\$14
San Diego APCD	\$17	\$14
Statewide CC4A	\$125	\$125
Total	\$435	\$257

Comments and Questions



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Universal Dashboard Update

Comments and Questions



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Lunch Break
Return at 1:00 p.m.

Sustainable Community-Based Transportation Equity Projects

Proposed Process

- Streamline access to funds
 - Continue two-phased application approach
 - Combine application, timeline, and grant process for all four project categories (CMO, CMIS, STEP, and Planning)
 - Maintain project category goals/priorities
 - CARB will oversee application and selection process
- Streamline administration of project funding
 - Planning Administrator (selecting using FY 2022-23 funds)
 - Mobility Administrator (new solicitation for FY 2023-24)

Proposed Funding Breakdown

- \$60 million total for Sustainable Community-Based Transportation Equity Projects and Administrators

Planning - \$10 million	Mobility - \$50 million
<ul style="list-style-type: none">• \$7.5 million for Planning projects• \$2.5 million for Planning Administrator	<ul style="list-style-type: none">• Funding split evenly between CMO, CMIS, and STEP• Funding for Mobility Administrator TBD

Future Discussion Topics

- Implementation work group topics
 - Funding splits for each project category and administrators
 - Project selection
 - New solicitation or funding previously received applications
 - Project selection approach (i.e., competitive, needs-based, first-come first-served)

Comments and Questions



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Summary and Next Steps

Key Dates

Milestone	Date
Work Groups and Community Meetings	June – Oct 2023
Draft Funding Plan Released	Mid-August 2023
Final FY 2023-24 Funding Plan Workshop	August 31, 2023
Release proposed Funding Plan	October 2023
Board Consideration of Proposed Funding Plan	November 2023
Start Implementing Projects	December 2023

Contact Us

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