



Proposed Fiscal Year 2020-21 Funding Plan for Clean Transportation Incentives

Board Presentation
December 10, 2020

Incentives play a pivotal role



Support the State's climate change, air quality, ZEV deployment, and petroleum reduction goals

Accelerate the transition of fleets to zero-emission



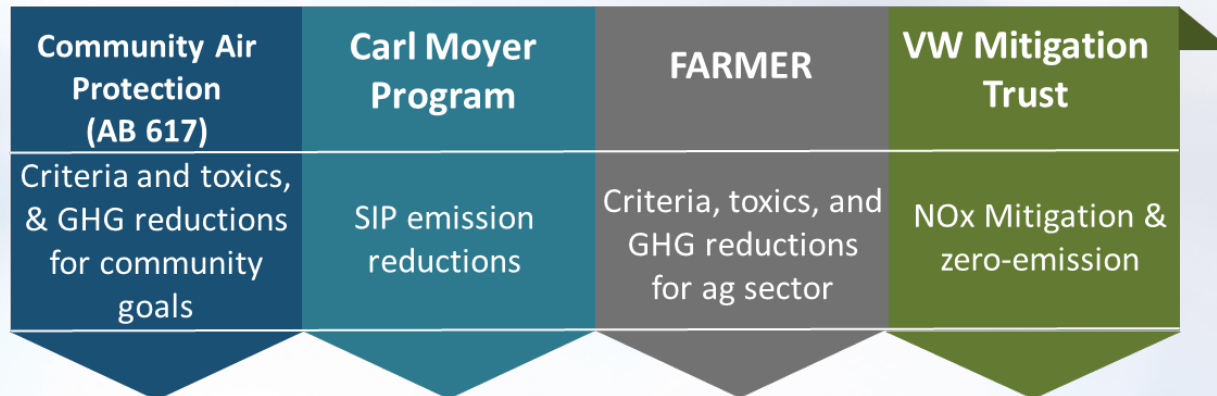
Support community-driven clean transportation solutions and multi-sector approaches

Support economic growth and job training and apprenticeship opportunities



Build on successes of previous investments and incorporate lessons learned

Part of CARB's Larger Incentive Funding Portfolio



Highlights of Investments

CVRP

Has provided rebates for over 400,000 clean vehicles to date



Heavy-Duty Demos and Pilots

Six projects successfully completed in 2020, with 22 projects ongoing



Clean Mobility Options

Opened its first funding window for \$21 million for community needs assessments and mobility project vouchers



CORE

Voucher program launched in February and all \$44 million has been reserved



STEP

Opened its first solicitation for \$19.5 million for Planning and Implementation Grants



Clean Mobility in Schools

Awarded \$25 million to three projects at schools across the state

This year is different...

- Only includes allocations for AQIP
- The Legislature has deferred action on the FY 2020-21 Cap-and-Trade Expenditure Plan

\$28.64 Million for AQIP

Project Category	Dollars (millions)
Clean Truck and Bus Vouchers (HVIP)	\$25 M
Clean Cars 4 All (equity program)	\$3 M
Reserve for Revenue Uncertainty	\$0.64 M
Total	\$28.64

Clean Truck and Bus Vouchers (HVIP)

- Closed to new voucher requests in November 2019
- Funding for FY 2020-21
 - \$25 million from AQIP
 - Estimated demand: \$270-\$400 million
 - Changes to HVIP could reduce funding shortfall



Proposed Changes to HVIP

- Reduce voucher amounts
- Lower fleet voucher caps
- Introduce rolling manufacturer voucher caps
- Raise minimum GVWR
- Graduate all 0.02 g/bhp-hr NOx engines
 - Expand HVIP eligibility to include 0.01 g/bhp-hr NOx engines



Clean Cars 4 All

- Proposed \$3 Million Allocation
 - Funds to be directed to program with the greatest demonstrated need
- Programs administered by the Bay Area AQMD, Sac Metro AQMD, South Coast AQMD and San Joaquin Valley APCD
- **New proposed change:** allow applicants to receive pre-loaded public EV charging cards in lieu of home charger incentive



SACRAMENTO METROPOLITAN



CLEAN CARS
4 ALL



CLEAN CARS
FOR ALL



Targeted Changes to Existing Projects

CVRP | Clean Cars 4 All | Financing Assistance

- Streamline requirements between vehicle purchase incentives projects
 - Adopt consistent definitions and requirements across the programs
- Make requirements more consumer friendly
- Address necessary administrative changes
- Increase CVRP eligibility requirement for plug-in hybrid electric vehicles to U.S. EPA all electric range of 30 miles

Funding Plan Contingencies

- To minimize disruptions, Staff proposes that the Board grant the Executive Officer authority to:
 - Allocate a portion of the FY 2020-21 Low Carbon Transportation funds to first-come first-served projects, once appropriated
 - Allocate funds from next year in the event of a waitlist for first-come first-served projects
- Will use a transparent, public work group process to:
 - Add or scale back funding levels
 - Make technical or administrative changes

Staff's Proposal Advances Clean Transportation Access

- Though limited, the proposed funding plan:
 - Funds projects with a critical need and ensures short-term funding continuity through contingencies
 - Provides benefits to low-income and disadvantaged communities
 - Continues momentum built in expanding the market for clean vehicles

Staff's Recommendation

Approve proposed Funding Plan and new proposed change to Clean Cars 4 All

