

Proposed
State of California
Air Resources Board

Proposed Fiscal Year 2023-24 Funding Plan for Clean Transportation Incentives

Resolution 23-23

November 16, 2023

Agenda Item No.: 23-10-1

Whereas, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules, and regulations, and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

Whereas, the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32; Stats. 2006, ch. 488; Health and Safety Code section 38500 et seq.) declares that global warming poses a serious threat to the economic well-being, public health, natural resources, and environment of California and creates a comprehensive multi-year program to reduce California's greenhouse gas (GHG) emissions to 1990 levels by 2020;

Whereas, Government Code section 16428.8 created the Greenhouse Gas Reduction Fund (GGRF) as a special fund in the State Treasury to receive all moneys, except for fines and penalties, collected by CARB from the auction or sale of allowances, pursuant to a market-based compliance mechanism established pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code and specified in sections 95800 to 96022, inclusive, of the California Code of Regulations, title 17;

Whereas, Health and Safety Code section 39712 provides the moneys appropriated from GGRF shall only be used to further the regulatory purposes of Division 25.5 (commencing with section 38500) of the Health and Safety Code, consistent with law, and to facilitate the achievement of reductions of GHG emissions in California and, where applicable and to the extent feasible, achieve additional co-benefits;

Whereas, Health and Safety Code section 39712 identifies potential investment areas for moneys appropriated from GGRF;

Whereas, Health and Safety Code section 39716 requires the Department of Finance, on behalf of the Governor, and in consultation with CARB and any other relevant state entity, to develop and submit to the Legislature a three-year investment plan, consistent with the requirements of Health and Safety Code section 39712, that identifies near-term and long-term GHG emission reduction goals and targets by sector, analyzes gaps in current State strategies for meeting GHG reduction goals by sector, and identifies priority investments that facilitate GHG reductions;

Whereas, Health and Safety Code section 39716 required the first investment plan to be submitted by May 14, 2013, and updated every three years;

Whereas, pursuant to Health and Safety Code section 39716, the Department of Finance, on behalf of the Governor, submitted to the Legislature the *Cap-and-Trade Auction Proceeds Investment Plan: Fiscal Years (FY) 2013-14 through 2015-16* in May 2013, the *Cap-and-Trade Auction Proceeds Second Investment Plan: FY's 2016-17 through 2018-19* in January 2016, the *Cap-and-Trade Auction Proceeds Third Investment Plan: FY's 2019-20 through 2021-22* in February 2019, and the *Cap-and-Trade Auction Proceeds Fourth Investment Plan: FY's 2022-23 through 2024-25* in January 2022;

Whereas, the *Cap-and-Trade Auction Proceeds Fourth Investment Plan: FY's 2022-23 through 2024-25* recommends investments that “deliver on key state climate goals, provide important public health benefits, present employment opportunities, and can be designed to advance equity in priority populations and other underserved communities” and recommends prioritizing funding for specific investment types through existing programs, including zero-emission vehicles and equipment through “equity-based light-duty investments”, “grants for small medium- and heavy-duty vehicle fleets in communities facing air quality challenges”, “off-road incentives”, and “demonstration of zero-emission off-road equipment and vehicles,” as well as “active transportation investments including community-scale projects aligned with community planning efforts and consumer-focused incentives for rideables (e.g., electric bicycles)”, and “zero-emission shared mobility options and services aligned with community planning efforts”;

Whereas, Health and Safety Code section 39718 requires that moneys in GGRF shall be appropriated through the annual Budget Act consistent with the investment plan developed and submitted pursuant to Health and Safety Code section 39716;

Whereas, Health and Safety Code section 38590.1, subdivision (a) establishes the Legislature’s priorities for moneys appropriated from GGRF, including, but not limited to, air toxic and criteria pollutants from stationary and mobile sources, low- and zero-carbon transportation alternatives, and short-lived climate pollutants, among others;

Whereas, Health and Safety Code section 39713 requires that the investment plan allocate a minimum of 25% of the available moneys in GGRF to projects located within the boundaries of, and benefiting individuals living in, the disadvantaged communities described in Health and Safety Code section 39711, and that the investment plan allocate a minimum of 5% of the available moneys in GGRF to projects that benefit low-income households or to projects located within the boundaries of, and benefiting individuals living in, low-income communities located anywhere in the state; and that the investment plan allocate a minimum of 5% of the available moneys in GGRF to either projects that benefit low-income households that are outside of, but within a half-mile of, disadvantaged communities as described in Health and Safety Code section 39711, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a half-mile of, disadvantaged communities as described in Health and Safety Code section 39711;

Whereas, the Board recognizes that continuing focus on disadvantaged communities, equity, and environmental justice in the context of the Funding Plan is appropriate and essential to address long-standing disparities in transportation access, exposure to transportation pollution, and the potential to improve public health and quality of life by expanding access for communities to cleaner technologies and broader transportation and mobility choices;

Whereas, Health and Safety Code section 39715 requires CARB, in consultation with the California Environmental Protection Agency, to develop funding guidelines for administering

agencies that receive appropriations from the legislature through GGRF, which CARB most recently amended in August 2018;

Whereas, Item 3900-101-3228 in Section 2.00 of the Budget Act of 2023, as amended by Senate Bill (SB) 102 (Ting, Stats. 2023, ch. 38), appropriated \$170 million from GGRF to CARB to be used as follows:

- \$80 million for zero-emission drayage trucks to be administered through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP);
- \$30 million for a suite of equity transportation programs under the Charge Ahead California Initiative, including, but not limited to, the Clean Cars 4 All (CC4A) Program; and
- \$60 million for sustainable community-based transportation equity projects established under the Charge Ahead California Initiative.

Whereas, Health and Safety Code section 44270 et seq. establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118; Stats. 2007, ch. 750), which created the Air Quality Improvement Program (AQIP), administered by CARB, to fund air quality improvement projects related to fuel and vehicle technologies with the primary purpose of funding projects to reduce criteria air pollutants, improve air quality, and provide funds for research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies;

Whereas, California Code of Regulations, title 13, section 2340 et. seq. established the AB 118 Air Quality Guidelines, which define the process for ensuring that AQIP complements, and does not interfere with, California's existing air quality programs as required by Health and Safety Code section 44271, subdivision (b);

Whereas, California Code of Regulations, title 13, section 2350 et seq. established the AB 118 AQIP Guidelines, which define the overall administrative requirements as well as the program structure of AQIP;

Whereas, AB 8 (Perea, Stats. 2013, ch. 401) reauthorized the fees that support AQIP through 2023, and subsequently AB 126 (Reyes, Stats. 2023, ch. 319) further extended fees through 2035;

Whereas, California Code of Regulations, title 13, section 2353, requires that an AQIP funding plan must be submitted to the Board annually for approval;

Whereas, Health and Safety Code section 44274, subdivision (c), allows for AQIP funding mechanisms to include competitive grants, revolving loans, loan guarantees, loans, and other appropriate measures;

Whereas, Health and Safety Code section 44274, subdivision (b), requires that CARB shall provide preference in awarding funding to projects with higher benefit cost scores that maximize the purposes and goals of AQIP and that CARB may give additional preference for various criteria;

Whereas, Item 3900-101-3119 in Section 2.00 of the Budget Act of 2023, SB 101 (Skinner, Stats. 2023, ch. 12), appropriates \$28.64 million from the Air Quality Improvement Fund (AQIF) to CARB for AQIP;

Whereas, Item 3900-101-0001 in Section 2.00 of the Budget Act of 2023, as amended by SB 102, appropriates \$50 million for a suite of equity transportation programs under the Charge Ahead California Initiative, including, but not limited to, the CC4A Program;

Whereas, Section 52 of the Education Omnibus Budget Trailer Bill, SB 114 (Committee on Budget and Fiscal Review, Stats. 2023, ch. 48), appropriates \$375 million from the General Fund to CARB for HVIP to fund zero-emission school buses;

Whereas, Item 3900-101-3228 in Section 2.00 of the Budget Act of 2023, SB 101, directs CARB, prior to January 1, 2025, to limit the number and award amount levels based on fleet size for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project;

Whereas, the \$170 million in Low Carbon Transportation funding from GGRF, \$28.64 million in AQIP funding, and \$425 million from the General Fund have been joined into one funding plan: *Proposed FY 2023-24 Funding Plan for Clean Transportation Incentives*, released to the public on October 6, 2023;

Whereas, *California's 2022 Scoping Plan for Achieving Carbon Neutrality*, CARB's *2020 Mobile Source Strategy*, and the *2016 California Sustainable Freight Action Plan*, concluded that many of the same actions are needed to meet GHG, smog-forming, and toxic pollutant emission reduction goals – specifically, a transition, as quickly as possible, to zero-emission and, where appropriate, near-zero-emission technologies and use of the cleanest, lowest carbon fuels and energy across all vehicle and equipment categories;

Whereas, Health and Safety Code section 44258.4 establishes the Charge Ahead California Initiative and sets the following goals of the Initiative: to place in service at least one million zero-emission and near-zero-emission vehicles by January 1, 2023; to establish a self-sustaining California market for zero-emission and near-zero-emission vehicles; and to increase access to these vehicles for disadvantaged, low-income, and moderate-income communities and consumers;

Whereas, the Supplemental Report of the 2018-19 Budget Act directs CARB to provide a forecast of the total state rebate investment necessary to reach the goal of placing at least five million ZEVs in service on California's roads and update the forecast annually until January 1, 2030;

Whereas, Item 3900-101-0001 in Section 2.00 of the Budget Act of 2022, as amended by AB 179 (Ting, Stats. 2022, ch. 249), requires CARB to phase out conventional hybrids from eligibility as a replacement vehicle under CC4A by November 2024;

Whereas, Item 3900-101-001 in Section 2.00 of the Budget Act of 2022, as amended by AB 179, requires CARB to consider increased incentive amounts to accommodate costs associated with adaptive equipment for eligible Californians with physical disabilities;

Whereas, Health and Safety Code sections 44124.5 and 44125 direct CARB to set specific, measurable goals for the Enhanced Fleet Modernization Program and CC4A, beginning in FY 2018–19, and every FY thereafter;

Whereas, since 2010, the Clean Vehicle Rebate Project (CVRP) was established and administered by the Center for Sustainable Energy (CSE) on behalf of CARB with the goal of increasing zero-emission vehicle adoption in California;

Whereas, Health and Safety Code section 39719.2 creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund development, demonstration, pre-commercial pilot, and early commercial deployment of zero-emission and near-zero-emission truck, bus, and off-road vehicle and equipment technologies including the use of fuels that reduce GHG emissions with priority given to projects benefiting disadvantaged communities;

Whereas, Health and Safety Code section 39719.2 directs CARB, through the existing AQIP funding plan process, to develop guidance; create an annual framework and plan; articulate an overarching vision for implementing the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program; and include a three-year investment strategy for zero- and near-zero-emission heavy-duty vehicles, with an assessment of the State's school bus incentive programs, commencing with the FY 2019-20 Funding Plan;

Whereas, in response to SB 150 (Allen, Stats. 2017, ch. 646), CARB determined that more work needs to be conducted to reduce vehicle miles traveled by providing better transportation choices and improved planning to reduce vehicle use, and hence air pollution, and the California Surface Transportation Agency's Climate Action Plan for Transportation Infrastructure further recognizes these needs, and such measures and direction can be supported in the proposed FY 2023-24 Funding Plan, which includes programs funding transportation planning with a focus on equity, electric bicycles, and other measures supporting transportation choice, which could be expanded in future years;

Whereas, upon the adoption of Advanced Clean Cars II, the Board directed the Executive Officer (in Resolution 22-12) to: (1) identify or seek public comment on actions, mechanisms, or strategies to support public interest organization, community-based organization, and small business participation in programs that promote equitable access to new and used ZEVs; and (2) continue to work with vehicle manufacturers and equity and environmental justice advocates to develop and implement strategies to further expand low-income and disadvantaged communities' access to ZEVs and zero-emission mobility;

Whereas, upon the adoption of Advanced Clean Cars II, the Board recognized (in Resolution 22-12) the ongoing need for statewide action to target incentives and infrastructure development to disadvantaged and low-income communities, advance policies and tools that reduce the need for personal vehicles and bolster public transit and walkability, and encourage directed equity-enhancing actions from private industry;

Whereas, the Board-approved contingency measures in the Funding Plans for FY 2009-10 through 2022-23 which provide flexibility to adjust funding targets, modify project criteria, address funding received from new sources, and re-direct funding among projects as necessary to address uncertain revenues and fluctuations in project demand and similar flexibility is necessary for the proposed FY 2023-24 Funding Plan;

Whereas, there is an identified need to divide and to be able to move available CC4A funding between the Statewide and Regional (Air District) CC4A Programs as well as the Statewide Financing Assistance Program to ensure that these Programs have adequate funding to meet demand through the end of calendar year 2024;

Whereas, the Board executed necessary Grant Agreements and Interagency Agreements for administration of projects funded by AQIP for FY 2009-10 through 2022-23 and for Low Carbon Transportation projects funded from GGRF for FY 2013-14 through 2022-23, and for

Low Carbon Transportation Projects funded from the General Fund for FY 2020-21 through 2022-23, as applicable;

Whereas, Health and Safety Code section 39603.1, and other laws where applicable, provide for advance payment of grant awards to initiate and implement projects in a timely manner;

Whereas, CARB staff conducted two workshops while developing the proposed FY 2023-24 Funding Plan, and at these workshops staff announced its intent to prepare a joint funding plan for AQIP and Low Carbon Transportation investments from GGRF, AQIP, and the General Fund, and released concepts for public review;

Whereas, CARB held eight public work group meetings to evaluate and refine criteria for projects in the proposed FY 2023-24 Funding Plan;

Whereas, CARB staff conducted meetings and coordinated with local air districts and the California Energy Commission to develop the proposed FY 2023-24 Funding Plan and ensure the Funding Plan complements existing incentive programs;

Whereas, the proposed FY 2023-24 Funding Plan is based upon the latest available information, including funds appropriated in the State Budget, direction from the California Legislature on how to spend funds, availability of and demand for advanced technology, and availability of funds from other sources;

Whereas, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; Cal. Code Regs., tit. 14, § 15251, subd. (d)), and CARB conducts its CEQA review according to this certified program (Cal. Code Regs., tit. 17, §§ 60000-60007);

Whereas, staff has determined that the proposed FY 2023-24 Funding Plan is not a "project" subject to CEQA review, because it is a government funding mechanism or other government fiscal activity which does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment (Cal. Code Regs., tit. 14, § 15378, subd. (b)(4));

Whereas, in consideration of the proposed FY 2023-24 Funding Plan, staff presentation, and public testimony and comments, the Board finds that:

1. The development of a joint funding plan for the \$170 million in Low Carbon Transportation funding from GGRF, \$28.64 million in AQIP funding, and \$425 million from the General Fund is appropriate in order to ensure coordinated investments between the programs;
2. The proposed FY 2023-24 Funding Plan project categories are consistent with the provisions on use of these funds and investment priorities in Health and Safety Codes sections 38590.1, subdivision (a), and 39712, the *Cap-and-Trade Auction Proceeds Investment Plan: FY's 2022-23 through 2024-25*, Items 3900-101-3228, 3900-101-3119, and 39001010001 of Section 2.00 of the Budget Act of 2023, as amended by SB 102, and Section 52 of the Education Omnibus Budget Trailer Bill (SB 114);
3. The proposed allocation of at least 45 percent of the Low Carbon Transportation GGRF funds to projects located within the boundaries of, and benefiting individuals living in, the disadvantaged communities described in Health and Safety Code section 39711 and an

additional allocation of at least 20% of the Low Carbon Transportation GGRF funds to projects that benefit low-income households or to projects located within the boundaries of, and benefiting individuals living in, low-income communities located anywhere in the state is appropriate to help ensure the State meets the overall investment targets for GGRF funds established in Health and Safety Code section 39713;

4. The proposed FY 2023-24 Funding Plan meets the requirements of the Funding Guidelines established pursuant to Health and Safety Code section 39715;
5. CARB staff has met the requirements set forth in the AQIP Guidelines for considering and adopting the proposed FY 2023-24 Funding Plan and has met the requirements of the AB 118 Air Quality Guidelines;
6. The proposed AQIP project categories were selected in accordance with the requirements of Health and Safety Code section 44274, subdivision (b);
7. The proposed FY 2023-24 Funding Plan project categories are consistent with and support the strategies identified in *California's 2022 Scoping Plan for Achieving Carbon Neutrality*, *2020 Mobile Source Strategy*, and the July 2016 *California Sustainable Freight Action Plan*;
8. The proposed FY 2023-24 Funding Plan meets the requirements of Health and Safety Code section 44258.4 by including funding from GGRF for projects designed to further increase access to and direct benefits for disadvantaged, low-income, and moderate-income communities and consumers from electric transportation;
9. The proposed FY 2023-24 Funding Plan meets the requirements of Health and Safety Code section 44258.4 and the Supplemental Report of the 2018-19 Budget Act by including an updated three-year plan for CVRP, the ZEV market and clean transportation equity investments;
10. The proposed FY 2023-24 Funding Plan meets the requirements of Item 3900-101-0001 in Section 2.00 of the Budget Act of 2023, as amended by SB 102.
11. The proposed FY 2023-24 Funding Plan meets the requirements of Health and Safety Code section 39719.2 by including funding from GGRF and providing guidance for heavy-duty vehicle and equipment projects, an annual framework and plan for heavy-duty vehicle and equipment projects, overarching vision for funding heavy-duty vehicle and equipment technologies, and a three-year investment strategy for heavy-duty vehicles consistent with the provisions of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program;
12. The proposed FY 2023-24 Funding Plan contingency measures set out in Chapter 6 of the proposed FY 2023-24 Funding Plan are necessary to address uncertain revenues, enable project criteria to be modified and funding to be redirected among projects as necessary to meet program demand, to ensure a rapid response to changes in the economy, technology, and regulatory environment, to ensure funds are spent expeditiously, efficiently and where the need is greatest, and to address funding received from new sources to augment projects;
13. To support the contingency measures set forth in Chapter 6 of the proposed FY 2023-24 Funding Plan, delegation of authority to the Executive Officer or his or her designee to make adjustments, corrections, updates and modifications to the projects

included in the FY 2023-24 Funding Plan consistent with Board direction and applicable laws, guidelines and policies is necessary, including, without limitation, authority to: establish applicant waiting lists; draft, negotiate, amend, extend, execute and terminate grant agreements; modify and establish grant solicitation and project criteria; make technical and administrative changes to projects; revise project implementation manuals and terms and conditions as necessary; allocate a portion of funds to voucher and rebate consumer purchase incentive projects prior to Board consideration of the FY 2024-25 Funding Plan; allocate, reallocate, re-direct, modify, combine and adjust grant and incentive amounts; combine projects; allocate funding received from new sources to augment project categories authorized in the funding plan; scale back projects if needed; make advance payment of grant awards; and, for the time period falling between June 30, 2024, and the Board approval of the FY 2024-25 Funding Plan, continue to fund projects consistent with the authority and objectives of the FY 2023-24 Funding Plan;

14. Delegation of authority to the Executive Officer or his or her designee to make changes to the CC4A Project Criteria that are consistent with statute and the goals established by the Board, is necessary to provide a rapid response to changes in the economy, technology, and regulatory environment and to ensure effective implementation of the program;
15. Delegation of authority to the Executive Officer or his or her designee to re-allocate available CC4A funds between Statewide and Regional (Air District) CC4A Programs, as well as the Statewide Financing Assistance Program, is necessary prior to December 31, 2024, where such available funding has not otherwise been liquidated, encumbered or obligated;
16. Advance payment of grant awards is necessary to ensure timely implementation of projects and safeguards are needed to ensure grant monies continue to be used responsibly;
17. The FY 2023-24 Funding Plan is not a “project” subject to CEQA review, because it is a government funding mechanism or other government fiscal activity which does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment (Cal. Code Regs., tit. 14, § 15378, subd. (b)(4)); and
18. Finally, CVRP successfully invested over \$1.6 billion in clean light-duty vehicles for individuals, businesses, and fleets since 2010.

Now, therefore, be it resolved that the Board approves and adopts the proposed FY 2023-24 Funding Plan as released to the public on October 6, 2023.

Be it further resolved that the FY 2023-24 Funding Plan is effective as of the date approved and adopted by the Board.

Be it further resolved that the Board directs the Executive Officer to issue grant solicitations, grant agreements, interagency agreements, or other appropriate funding agreements for the projects identified in the FY 2023-24 Funding Plan with provisions to make modifications where necessary or shift funding as needed, as set forth herein and in the approved FY 2023-24 Funding Plan.

Be it further resolved that the Board directs the Executive Officer to continue to conduct work group meetings or other outreach, as necessary, for developing project solicitations and further refining project implementation.

Be it further resolved that the Board directs the Executive Officer to continue to coordinate implementation of the programs covered in the FY 2023-24 Funding Plan with other funding programs including, but not limited to, the Volkswagen Environmental Mitigation Trust, Carl Moyer Program, Community Air Protection Program, other GGRF funded programs, Funding Agricultural Replacement Measures for Emission Reductions Program, and the California Energy Commission's Clean Transportation Program.

Be it further resolved that the Board directs the Executive Officer to revise project implementation manuals and terms and conditions as necessary to incorporate the provisions set forth in the approved FY 2023-24 Funding Plan.

Be it further resolved that the Board delegates to the Executive Officer, or his or her designee, the authority to approve and adopt or deny changes to the CC4A Project Criteria that he or she deems necessary, in order to increase program flexibility and responsiveness to changing market conditions and participant needs. Staff shall identify changes made under this authority when the Board considers the next Funding Plan.

Be it further resolved that the Board delegates authority to the Executive Officer or his or her designee to re-allocate available CC4A funds between Statewide and Regional (Air District) CC4A Programs, as well as the Statewide Financing Assistance Program prior to December 31, 2024, where such available funding has not otherwise been liquidated, encumbered or obligated and such re-allocation is needed to meet demand.

Be it further resolved that the Board delegates authority to the Executive Officer, or his or her designee, to make adjustments, corrections, updates and modifications to the projects included in the FY 2023-24 Funding Plan consistent with Board direction and applicable laws, guidelines and policies, including, without limitation, authority to: establish applicant waiting lists; draft, negotiate, amend, extend, execute and terminate grant agreements; modify and establish grant solicitation criteria; make technical and administrative changes to project categories; revise project implementation manuals and terms and conditions as necessary; allocate a portion of funds to voucher and rebate consumer purchase incentive projects prior to Board consideration of the FY 2024-25 Funding Plan; allocate, reallocate, re-direct, modify, combine and adjust grant and incentive amounts; combine projects; allocate funding received from new sources to augment project categories authorized in the funding plan; scale back projects if needed; make advance payment of grant awards; and, for the time period falling between June 30, 2024, and the Board approval of the FY 2024-25 Funding Plan, continue to fund projects consistent with the authority and objectives of the FY 2023-24 Funding Plan.

Be it further resolved that the Board directs the Executive Officer to monitor the progress and efficacy of the implementation of the programs, including the status of outreach activities, project eligibility, and voucher amounts, and to report any changes to the Board.

Be it further resolved that the Board directs the Executive Officer to provide an update to the Board on implementation of the Funding Plan when presenting the proposed FY 2023-24 Funding Plan for approval.

Be it further resolved that the Board directs the Executive Officer to continue coordinating CARB efforts with the air districts, grantees, and other interested persons to effectively implement ongoing and future projects.

Be it further resolved that the Board thanks CSE for the successful implementation of CVRP since 2010. CSE's administration of CVRP was critical to making the program the nation's largest state clean vehicle purchase incentive program by providing rebates for over 520,000 clean vehicles.