

ADDENDUM TO PROPOSED FUNDING PLAN

Update to Reflect October 24, 2019 Board Action

On October 24, 2019, the California Air Resources Board (CARB or Board) approved the proposed Fiscal Year 2019-20 Funding Plan for Clean Transportation Incentives (Funding Plan) with three modifications to the proposed Funding Plan released on September 20, 2019. These modifications include:

CVRP plug-in hybrid vehicle eligibility requirement: In the proposed Funding Plan, staff had proposed increasing the all-electric range requirement for eligible plug-in hybrid vehicles from 20 to 25 miles. In response to stakeholder comments, the Board directed that CVRP eligibility be limited to plug-in hybrid vehicles with a minimum all-electric range of at least 35 miles.

HVIP 11.9-liter low NOx engine eligibility: The proposed Funding Plan called for eliminating funding eligibility for the 8.9-liter and 11.9-liter Cummins-Westport natural gas low NOx engines in HVIP. In response to stakeholder comments, the Board directed that HVIP retain eligibility for the 11.9-liter natural gas low NOx engine for the FY 2019-20 budget cycle with the requirement that funding recipients commit to fueling HVIP-funded vehicles with in-state produced renewable natural gas.

Combining other State funding with HVIP: The proposed Funding Plan called for eliminating the option of stacking or combining HVIP funding with other State incentive funding programs. In response to stakeholder comments, the Board directed that HVIP project criteria continue to allow stacking of HVIP funding with other State incentive programs for public transit bus vouchers with the provision that HVIP will only fund the remaining cost up to the maximum voucher amount after the other State incentives are applied at their maximum allowable amounts.