

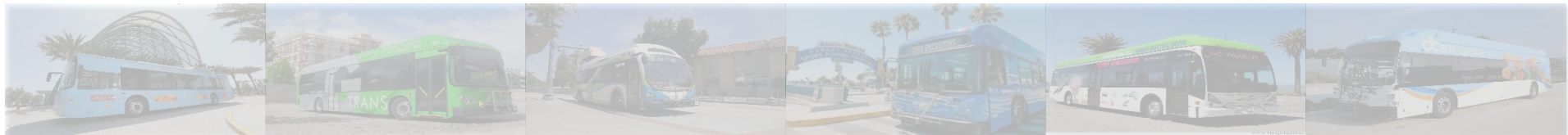


Show Me the Money

CALACT 2023 Spring Conference and Expo

Olympic Valley, CA, April 18, 2023

Shirin Barfjani, Air Pollution Specialist



HVIP Funding for FY 22-23

- Expanded flexibilities for transit agencies
- \$70 M set aside for tribal transits and transit agencies compliant with the Innovative Clean Transit Reporting requirements
 - As of March 9, 2023, \$45 M remaining from FY 21-22
- Additional 15% base voucher amount adjustment for small public fleets with 10 or fewer medium- and heavy-duty vehicles
- Additional 15% voucher amount for transit agencies
- Additional 15% voucher amount for public fleets in DAC
- A small transit fleet in DAC can use all 3 plus ups altogether

Funding Calculation Example 1

A small transit agency (≤ 10 vehicles) which meets the DAC eligibility criteria and wants to request a voucher for a class 6 bus (\$85,000):

- 15% voucher adjustment to the base amount for a small public fleet ($85,000 * 1.15$) = \$97,750.0
- 15% DAC Plus Up ($\$97,750 * 0.15$) = \$14,662.5
- 15% Transit Plus Up ($\$97,750 * 0.15$) = \$14,662.5
- $\$97,750 + \$14,662.5 + \$14,662.5 = \$127,075$

Funding Calculation Example 2

A transit agency (>10 vehicles) which meets the DAC eligibility criteria and wants to request a voucher for a class 6 bus (\$85,000):

- No 15% voucher adjustment to the base amount
($\$85,000 * 1.0$) = \$85,000
- 15% DAC Plus Up ($\$85,000 * 0.15$) = \$12,750
- 15% Transit Plus Up ($\$85,000 * 0.15$) = \$12,750
- $\$85,000 + \$12,750 + \$12,750 = \$110,500$

Flexibilities for Transit Agencies

- Allow a letter of intent in lieu of a purchase order
 - Promote use of HVIP as local match
- Allow 36 months for transit bus voucher redemptions
 - This extension applies to previously issued vouchers
- Consider all transit agencies to be exceeding regulatory requirements and eligible for HVIP funding if the total number of ZEB purchased in the State exceeds the ICT requirements
- Additional details are listed in the Implementation Manual (to be released in Spring 2023)

HVIP Funding Stackability

- Can be stacked with other State incentive programs
 - When stacking, HVIP will only fund the remaining cost up to the maximum voucher amount after the other incentives have been applied at their maximum allowable amounts
- Can be stacked with Carl Moyer if follows the Carl Moyer Guideline (e.g. vehicle scrappage)

Volkswagen Mitigation Trust

- A statewide program administered by San Joaquin Valley APCD
- Vehicle replacement program (scrappage required)
- \$130 M for new transit, school, and shuttle buses and \$60 M still unrequested for transit and shuttle
 - Up to \$180K for a battery electric bus
 - Up to \$400K for a fuel cell electric bus

Contacts and Links

- Shirin Barfjani, ICT Lead Staff (Shirin.Barfjani@arb.ca.gov)
- Funding information (<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>)
- HVIP (<https://californiahvip.org>)
- VW (<https://ww2.valleyair.org/grants/vw-mitigation-trust/>)
- Funding Finder Tool (<https://fundingfindertool.org>)

Backup Slide



HVIP Standard

- \$250 M in HVIP Standard for FY 22-23
 - As of April 10, 2023, \$79 M remaining from FY 21-22 HVIP Standard
- Reserves 70% of HVIP standard for public fleets and private fleets with 100 vehicles or fewer
 - Reserve only applies to the FY22-23 allocation and any remaining FY21-22 funds will be available for fleets of all sizes
- If the transit set aside is exhausted the requests continue through HVIP Standard