



**Public Work Group Meeting to Discuss Policy  
Options for Clean Cars 4 All and Financing  
Assistance for Lower-Income Consumers Project**

June 28, 2022

# Agenda

- Introduction and Background
- Programs Information and Data
- Needs-Based Model Implementation
- Next Steps
- Contact Information

# Introduction and Background

- Statewide Clean Cars 4 All (CC4A)
- Financing Assistance
- Joint Solicitation for One Administrator
- The Need for Transitioning to Needs-based Model in Equity Programs
- Needs-Based Model Measurable Criteria

# Data Collection and Alignment

- Different programs collect data differently based on need and program design
  - Some demographics collected in application: income and household size
  - Racial demographics typically collected in surveys
- Past limitations on collecting specific data have left data landscape incomplete
- Developing standardized and more robust data collection processes for incentive programs

# Racial Demographics for Financing Assistance Project

## Financing Assistance Past Participant Data by Race/Ethnicity

Race/Ethnicity	Count	Percent
White or Caucasian	824	35%
East Asian	309	13%
Other	292	12.5%
Southeast Asian	255	11%
Prefer Not to Answer	261	11%
Black or African American	130	5.5%
Middle Eastern or North African	99	4%
South Asian	97	4%
American Indian or Alaska Native	47	2%
Native Hawaiian or Other Pacific Islander	50	2%
Total	2364	100%

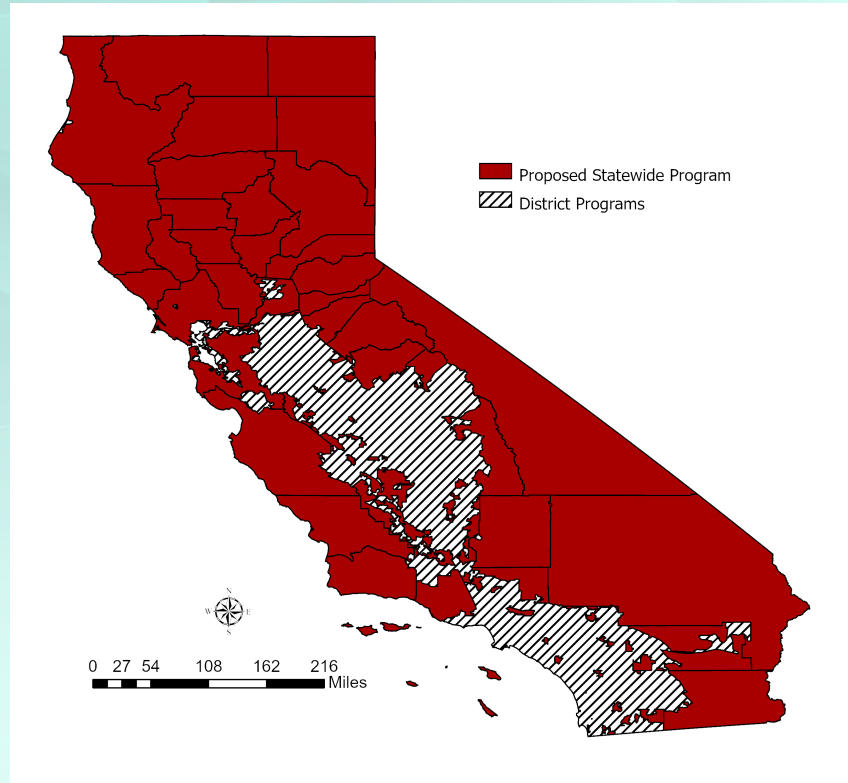
# Racial Demographics for CC4A

Limited demographic data available

Race/Ethnicity	Bay Area APCD
Asian or Pacific Islander	63.3%
Hispanic or Latino	12.2%
White	8.4%
Prefer not to Answer	8.0%
Black or African American	4.4%
Native American	3.3%
Other	0.4%
Total	100%

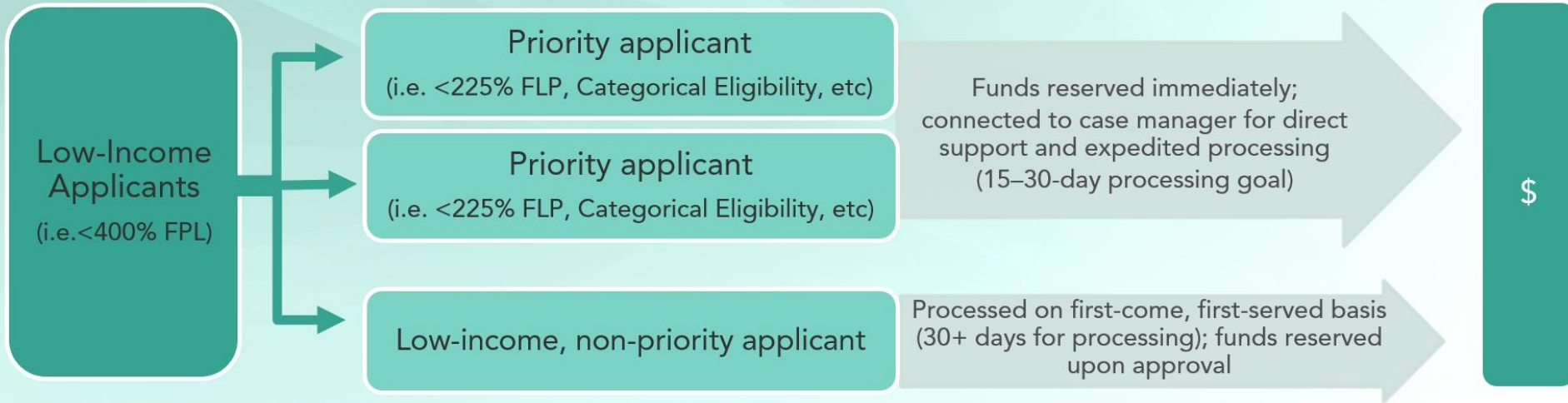


# Clean Cars 4 All Eligibility by Region



# Needs-Based Model Implementation

- Highway Analogy: A Three-Lane Highway with 2 fast lanes for Priority Applications, offering additional support.





# Needs-Based Model Criteria

- Measurable Criteria for Needs Assessment and Application Prioritization:
  - Income level - less than 225% Federal Poverty Level (FPL)
  - Disadvantaged Community residency
  - Categorical eligibility (Medicaid, SSI, CAPI, CalWorks, HUD/Section 8, etc.)
  - Compelling and immediate need for a vehicle (referrals by community-based and grassroots organizations, and outreach partners)
  - Need for financial counseling and credit repair

# Program Alignment and Changes

- Limiting Financing Assistance Grants to Applicants at 300% FPL and below to match CC4A
  - But allow people up to 400% to access fair financing

Financing Assistance Grant Guidelines Based on Income & Vehicle Type Incentive Amount

Vehicle Type	<225% FPL	226%–400% FPL
Plug-In Hybrid Electric Vehicle	\$5,000	\$4,500
Battery Electric Vehicle	\$5,000	\$5,000
Fuel Cell Electric Vehicle	\$5,000	\$5,000

- Changing Programs Stacking Rules?

# Next Steps

- Continue work on:
  - Analysis of program and market data
  - Continue to refine implementation details for needs-based model before relaunch
  - Consider expanding needs-based model to other programs
  - Annual CC4A goal setting report (AB 630 report)
- Next Workgroup in July

# Contact Us

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