Annual Performance Goals and Evaluation for the Clean Cars 4 All and Enhanced Fleet Modernization Programs

Fiscal Year 2025-2026

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Overview

The California Air Resources Board (CARB or the Board) has over 50 years of experience reducing mobile source emissions, improving air quality, and reducing climate pollutants. Through these efforts, the State and our most polluted regions have seen dramatic improvements in ambient air quality. Even with our progress, however, many areas of the State exceed current health-based ambient air quality standards that the State must legally meet. Additionally, many near-source, overburdened, and low-income communities continue to experience disproportionately high levels of air pollution and the resulting detrimental impacts to their health.

Studies consistently show that mobile source pollution exposure near major roadways contributes to and exacerbates asthma, impairs lung function, and increases cardiovascular mortality. Residents of communities located near major roadways – often residents with lower incomes – are at an increased risk of asthma attacks and other respiratory and cardiac effects. People in these communities are also more sensitive to, and more likely to experience, the negative impacts of climate change. This history of disproportionate exposure to polluted air makes it essential to prioritize overburdened and low-income communities and households, collectively known as priority populations,[1] who will benefit the most from the reduced emissions and cost-saving benefits of cleaner, less polluting, more technologically advanced vehicles, and alternative modes of transportation.

Mobile sources and the fossil fuels that power them account for most of the pollutants in our air. They contribute most of the diesel particulate matter (PM) emissions, as well as smog and particulate-forming pollutants, such as oxides of nitrogen (NOx), and the largest portion of greenhouse gas emissions (GHG) in California. Unfortunately, transportation still accounts for about 50% of California's GHG emissions. Therefore, it is imperative that CARB optimize its mobile source control programs to maximize emission reductions from all types of air pollutants so that California can meet our air quality, climate, and community risk reduction goals. Achieving these milestones early on would provide immediate benefits in the communities that continue to bear the brunt of poor air quality.

Zero-emission vehicles (ZEV) are a key part of the solution. In 2020, Governor Newsom signed *Executive Order (EO) N-79-20*[2] which established the goal that 100% of California sales of new passenger cars and trucks be zero-emission by 2035. In 2022, CARB adopted the Advanced Clean Cars II Regulation which set this goal into motion by making it a requirement. In October 2023, CARB staff launched a new effort to consider potential amendments to the Advanced Clean Cars II regulations, including updates to the tailpipe greenhouse gas emission standard and limited revisions to the Low-emission Vehicle and Zero-emission Vehicle regulations. The Clean Cars 4 All program (CC4A) and the Enhanced

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[1] *Priority Populations webpage*, California Climate Investments, accessed on June 18, 2025, *https://www.caclimateinvestments.ca.gov/priority-populations*

[2] *Executive Order N-79-20*, Executive Department, State of California, accessed on June 18, 2025, *https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf*

Fleet Modernization Program (EFMP) support these goals by offering critical incentives to lower-income residents, increased for those in overburdened communities, to retire older vehicles and purchase a new or used plug-in hybrid electric vehicle (PHEV), zero-emission vehicle (ZEV), or zero-emission motorcycle (ZEM). Zero-emission vehicles include battery electric and fuel cell electric vehicles. Alternative mobility options are also available, and participants may choose to purchase an e-bike or receive a voucher for public transit.

Additionally, recent federal economic and environmental policy shifts pose new challenges to California's clean air and climate progress. In July 2025, Governor Newsom signed *Executive Order N-27-25*[3] to reaffirm California's commitment to reducing transportation-related air pollution and accelerating the deployment of ZEVs, particularly in light of recent federal actions challenging California's authority under the Clean Air Act. The order directed CARB and partner agencies to identify new strategies to expand ZEV deployment across all vehicle classes. Executive Order N-27-25 reaffirms California's leadership in clean transportation and directs CARB and partner agencies to accelerate ZEV deployment across all vehicle classes. It also prioritizes solutions that improve affordability for consumers, expand access to ZEVs in overburdened and rural communities, and accelerate the buildout of charging and fueling infrastructure. The CC4A and DCAP programs directly support that mission by implementing strategies necessary to overcome persistent barriers and ensure that all Californians can benefit from the transition to zero-emission transportation.

CC4A and EFMP have been overseen by CARB and implemented by participating air districts since 2015. These programs have been increasingly popular and in high demand, successfully helping thousands of people transition into cleaner, more reliable, advanced technology vehicles, and clean mobility options. CARB defines advanced technology vehicle types as including Battery Electric Vehicles (BEV), Fuel Cell Vehicles (FCEV), and Plug-In Hybrids (PHEV). In prior years, CARB has included conventional hybrids as an advanced technology vehicle type; however, with the passage of Senate Bill 1382 (Gonzalez, Chapter 375, Statutes of 2023), they will no longer be considered an eligible vehicle type beginning January 1, 2025. As shown later in this report, participant feedback indicates that cleaner and more reliable modes of transportation help people access the basic goods and services they need to be able to live, access educational and employment opportunities, and support their families and loved ones. Often, people who live in overburdened or low-income communities may not have the resources to repair their older vehicles, as prices to repair vehicles have risen by up to 20% this year.[4]

CC4A and EFMP have delivered real and meaningful equity benefits. However, there is always room for program improvement. Historically, the CC4A program has only been

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[3] Governor's Office, *CRA Response to Executive Order N-27-25*, June 11, 2025. Available at: *https://www.gov.ca.gov/wp-content/uploads/2025/06/CRA-Response-EO-N-27-25_-bl-formatted-GGN-Signed-6-11-954pmFinal.pdf*

[4] Car repair costs are up almost 20% over the past year. Here are 6 reasons why *https://www.cnbc.com/2023/07/25/car-repair-costs-are-up-almost-20percent-over-the-past-year-heres-why.html*, accessed on June 18, 2025

available to people living in ZIP codes containing Disadvantaged Communities (DAC)[5]. In 2022, the Board approved the expansion of the district programs to all areas of their respective jurisdictions, and districts began rolling out that expansion in 2023. Combined with the statewide program known as the Driving Clean Assistance Program (DCAP), low-income individuals in all areas of the State now have access to the CC4A program. This was an addition to the existing scrap-only EFMP program, which has been open to low-income consumers statewide.

Assembly Bill (AB) 630 (Cooper, Chapter 636, Statutes of 2017) requires CARB to set specific and measurable goals for the EFMP and CC4A program, which CARB has done since Fiscal Year (FY) 2019-20.[6] CARB staff consulted with staff from the California Bureau of Automotive Repair (BAR) regarding data and information for the EFMP portion of this report. One of the requirements of AB 630 is a performance analysis of the program, broken down by air district. The analysis must include both the replacement component of the program and the scrap-only program (later referred to collectively as "programs") to identify areas of emphasis when developing future goals or updating the program guidelines. AB 630 requirements include:

1. Identifying whether a district has a backlog or waitlist of applicants and determining how the Air District or CARB will remedy the solution.
2. An evaluation of the funding for targeted outreach in DACs or low-income communities (LIC) and whether the funding should be enhanced or modified to reach the goals set per AB 630.
3. Recommending how incentive funding levels can be modified to maximize participation and emission reductions.

The AB 630 Report evaluates program performance for FY 2024-25[7] sets goals for FY 2025-26 and identifies areas for improvement. CARB works with the air districts to set project goals each year. To aid in goal setting calculations, only project data available until June 30, 2025, were used for this analysis to align with the Proposed FY 2025-26 Funding Plan for Clean Transportation Incentives, which this report is an appendix to. The available project data includes quarters 3 and 4 of the year 2024 and quarter 1 and 2 of the year 2025. The goals and metrics provided in this report are primarily generated using data reported to CARB by implementing air districts on a quarterly basis.

Additionally, Senate Bill (SB) 156 (*Committee on Budget and Fiscal Review, Chapter 72, Statutes of 2024*)[8] requires CARB to report annually the amount of funding allocated to DCAP and to each regional district CC4A program to the budget committees of both

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[5] SB 5353 Disadvantaged Community, *https://oehha.ca.gov/calenviroscreen/sb535*, accessed on July 17, 2025

[6] *Annual Performance Goals for the Enhanced Fleet Modernization Program and Clean Cars 4 All* webpage, CARB, accessed on June 18, 2025, *https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all/annual-performance-goals-efmp-cc4a*

[7] Data for FY 2024-25 in this report includes quarters 3 & 4 of year 2024 and quarters 1 & 2 of year 2025

[8] Senate Bill (SB) 156 (Committee on Budget and Fiscal Review, Chapter 72, Statutes of 2024), accessed on November 6, 2025, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB156

houses of the Legislature. CARB is also required to report comprehensive performance metrics, detailing both the number and total dollar amount of grants awarded through each district program and the statewide project. Additionally, it must provide region-specific data on grant allocations made by the project administrator under the statewide project. This new reporting requirement will supplement this report by providing updated data that best aids the Legislative Budget process.

Organization of Report

Appendix G is organized into six sections. The first section provides background and funding history for the Clean Cars 4 All program. It shows results from Fiscal Year 2024-25 and sets the goals for the following 2025-26 Fiscal Year. The second section covers DCAP, providing background information and results of Fiscal Year 2024-25, and sets the goals for the following 2025-26 Fiscal Year. The third section includes a short overview of the alternative mobility options supported by the programs. The fourth section discusses the Enhanced Fleet Modernization Program, which provides background, program results of the current fiscal year, and the goals for the upcoming fiscal year. The fifth section highlights areas of future study and program improvements. The final two sections include future program activities and the conclusion. The report also includes copies of Minimum Required Participant Survey Questions as an attached reference Appendix.

Clean Cars 4 All Background

The CC4A program is designed to help people with the greatest need to replace their higher polluting vehicles with cleaner, more advanced technology vehicles or other mobility options. The program also provides additional incentives to improve access to vehicle charging for program participants who choose a qualifying replacement technology.

The program is an essential component of CARB's efforts to address climate change, reduce criteria pollutants, and prioritize overburdened and low-income communities. CC4A is part of a larger suite of Low Carbon Transportation Investments (LCTI). The largest of these programs, the Clean Vehicle Rebate Project (CVRP), is not anticipated to receive additional funding and was closed in November 2023.

The California Legislature (Legislature) sets the budget for LCTI annually. CARB then allocates funding to CC4A through the Clean Transportation Incentives Funding Plan (Funding Plan). Additionally, the Legislature sometimes directly appropriates funding to the CC4A program. This year's Funding Plan continues to focus on communities that have not previously had as much direct help to improve air quality and mitigate the negative impacts of climate change. For FY 2025-26, Regional CC4A was appropriated $25M from the Greenhouse Gas Reduction Funds (GGRF), as well as an additional $18M in unencumbered funds per SB 127 (Section 44127 of the Health and Safety Code). The Funding Plan is just one part of CARB's broader incentives portfolio and is complemented by other CARB, State agency, and local air district programs, as well as other actions taken by local government entities. In addition, efforts by staff to ensure continued implementation of the Regional CC4A in early 2025 led to a new directive by the Executive Officer to prioritize CC4A using

Carl Moyer Program State Reserve co-funding, resulting in $10.4 million awarded to participating districts. Additionally, the 2024 Budget Act (AB 100) redirected $17 million in surplus funds from the Enhanced Fleet Modernization Subaccount (EFMS), previously allocated to the Bureau of Automotive Repair's (BAR) scrap-only Enhanced Fleet Modernization Program (EFMP), and combined it with an existing $2.8 million to support high-demand regional CC4A projects. CARB is also directed to shift funds between programs if a district has insufficient funds to meet projected demand.

When a vehicle is retired through CC4A, an incentive is paid on behalf of the participant toward the replacement vehicle or mobility option of the participant's choosing. CC4A incentives have historically been available to participants with household incomes at or below 400% of the Federal Poverty Level (FPL)[9] which, in 2025, is equivalent to $128,600 per year for a household of four.[10] To ensure participants with greater needs are better served, the participant pool is grouped into three subcategories as shown in Table G-1. Note that the FPL changes every year, and the one shown in Table G-1 is for the year 2025.

Table G-1: Clean Cars 4 All Income Subcategories as a Percentage of the Federal Poverty Level

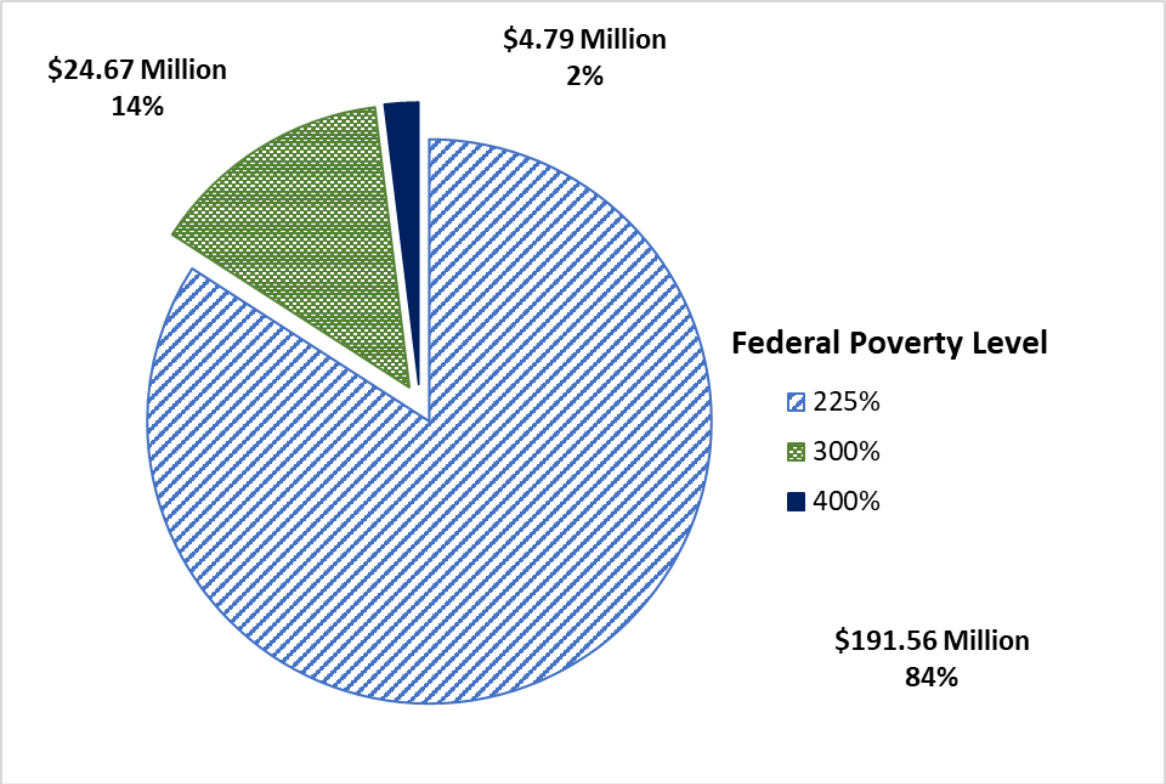
Income Category	Percentage of the Federal Poverty Level	2025 Income for a Family of Four
Low-Income	≤ 225%	≤ $72,337.50
Moderate-Income	226 – 300%	$72,659 – $96,450
Above-Moderate-Income	301– 400%	$96,771.50 – $128,600

The CC4A program is designed to provide higher incentives to participants in the lower income categories based on FPL. Historically, at least 98% of program funds have gone to participants in the 300% and 225% FPL categories from 2015 through quarter 2 of 2025, as illustrated in Figure G-1.

[9] Income examples based on 2025 FPL values. Most recent values can be found on the *Federal Poverty Level* webpage, Healthcare.gov, accessed on May 21, 2025, *https://www.healthcare.gov/glossary/federal-poverty-level-fpl/*

[10] *U.S. Federal Poverty Guidelines Used to Determine Financial Eligibility for Certain Programs* webpage, Office of the Assistant Secretary for Planning and Evaluation, accessed on May 21, 2025, *https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines*

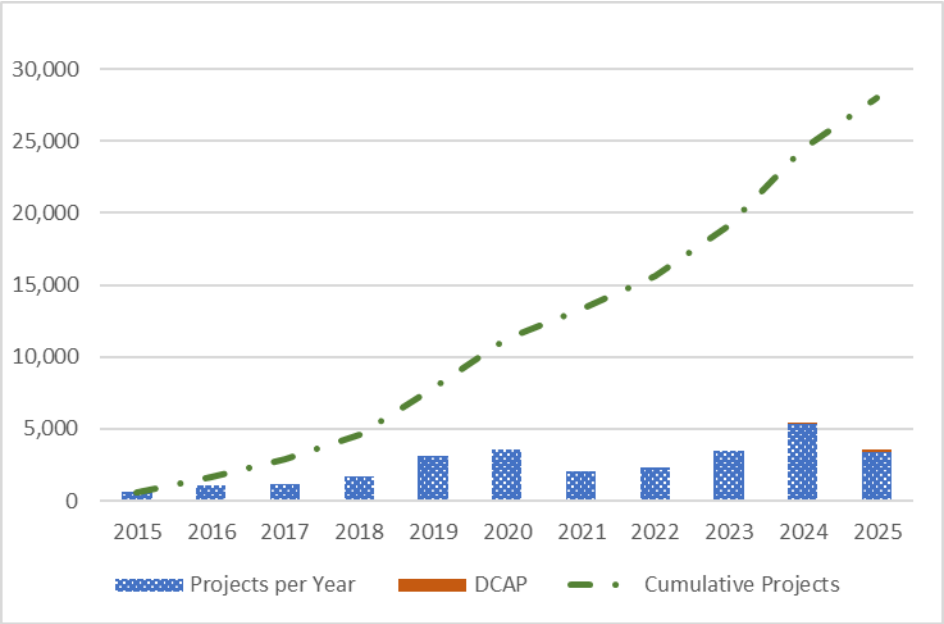
Figure G-1: Project Funds per Income Threshold from 2015 through Quarter 2 of 2025



At the start of FY 2024-25, five air districts implemented CC4A: South Coast Air Quality Management District (South Coast or South Coast AQMD), San Joaquin Valley Air Pollution Control District (San Joaquin or San Joaquin Valley APCD), Bay Area Air Quality Management District (Bay Area or Bay Area AQMD), Sacramento Metropolitan Air Quality Management District (Sacramento or Sacramento Metropolitan AQMD), and San Diego Air Pollution Control District (San Diego or San Diego APCD).[11] Combined, these air districts have helped about 28,000 Californians obtain newer, cleaner, and more reliable transportation, as illustrated in Figure G-2.

[11] SDAPCD began their program in 2024.

Figure G-2: Clean Cars 4 All Incentives by Air District and Overall, 2015 through Quarter 2 of 2025



Due to significant community interest and funding appropriated in the Budget Act of 2022 (AB 1624 and SB 840) as well as the previous Budget Act of 2021 (AB 128 and SB 170), CARB has expanded the program in several ways. In the FY 2021-22 LCTI Funding Plan, CARB approved an initial allocation of $5 million for the San Diego APCD to develop a local CC4A program. In quarter 3 of the year 2023, San Diego APCD began a soft launch of the CC4A program, and in quarter 1 of the year 2024, participants started receiving cleaner vehicles. Additionally, in FY 2022-23, staff began to develop the statewide program, DCAP. Although DCAP began rolling out in late 2024. As a result, the number of projects funded under DCAP appears smaller compared to other districts shown in Figure G-2 for Fiscal Year 2024–25.

Funding History

For FY 2014-15 through FY 2024-2025, CARB has allocated a total of $483.44 million for CC4A through LCTI funding. This includes $356.15 million from GGRF, $93.85 million from the General Fund, $19.8 million from the Enhanced Fleet Modernization Sub Account (EFMS), $10 million from the Air Pollution Control Fund, and $3.64 million from the Air Quality Improvement Program (AQIP) fund. Additionally, recent Executive Officer direction allows Regional CC4A districts the option to prioritize CC4A with Carl Moyer Program State Reserve co-funding, awarding $10.4 million to participating districts. Table G-2 and Figure G-3 show historical allocations for the CC4A program. As of June 30, 2025, CARB has disbursed 87% ($295.1 million) of the total regional CC4A allocation, of which approximately 67% ($200.2 million) has been expended. 26% ($32 million) of DCAP's CC4A allocation of $125 million has been disbursed.

Table G-2: Clean Cars 4 All Allocation History (in millions)

Fiscal Year	Greenhouse Gas Reduction Fund	General Fund	Air Quality Improvement Program	Other	Total
FY 2014-15	$2	-	-	-	$2
FY 2015-16	$10	-	-	-	$10
FY 2016-17	$35	-	-	-	$35
FY 2017-18	$14	-	-	$10[i]	$24
FY 2018-19	$41	-	$0.64	-	$41.64
FY 2019-20	-	-	-	-	-
FY 2020-21	-	-	$3	-	$3
FY 2021-22	$75	-	-	-	$75
FY 2022-23	$40	$205	-	-	$245
FY 2023-24	$14.15	$13.85	-	-	$28
FY 2024-25	-	-	-	$19.8[ii]	$19.8
FY 2025-26	$25	$18	-		$43
Total	**$256.15**	**$236.85**	**$3.64**	**$29.8**	**$526.44**

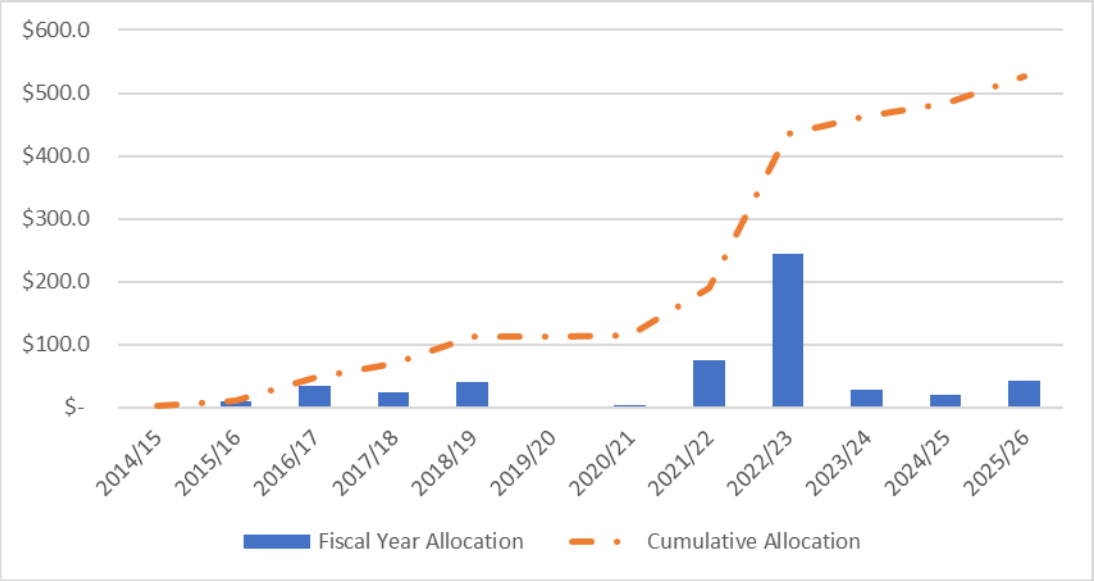
For Fiscal Year 2025-26 the State budget does not include an appropriation of funds for the Driving Clean Assistance Program, but Regional CC4A was appropriated $25M from the Greenhouse Gas Reduction Funds (GGRF). Regional CC4A will also receive an additional $18M in unencumbered funds per SB 127 (*Section 44127 of the Health and Safety Code*). This appropriation paired with the additional $17,770,000 in unencumbered e-bike funds would bring the total new Regional CC4A allocation to $41.75M. CARB staff used the proportional funding allocation percentages previously approved on page 3-17 in the *FY 2024-25 Funding Plan* to further allocate funds between the Regional CC4A programs. The Driving Clean Assistance Program was not included in the allocation as the funding was specifically designated for Regional CC4A. The proposed allocation percentages are laid out in Table G-3.

Table G-3: Regional Clean Cars 4 All Proposed Funding Allocation

Program	Formula Allocation Percentage	Proportionate Percentage	New Allocation
SCAQMD	36%	39.56%	$16,516,484
SJVAPCD	24%	26.37%	$11,010,989
BAAQMD	19%	20.88%	$8,717,033
SMAQMD	6%	6.59%	$2,752,747
SDAPCD	6%	6.59%	$2,752,747
Total	**91%**	**100%**	**$41,750,000**

Previously, in late 2024, the Budget directed CARB to shift $14 million of FY 2023-24 funding from DCAP to the San Joaquin Valley APCD to address insufficient funds and to meet projected demand. At the November 2024 Board meeting on the *FY 2024-2025 Funding Plan*, CARB approved new allocation percentages for future Clean Cars 4 All (CC4A) funding, including DCAP, which would be applicable to all subsequent allocations. Staff also received directions to explore all options available to ensure continued implementation of regional CC4A without jeopardizing the implementation of DCAP, without putting funds at risk, and with close attention paid to the balance we are trying to achieve between all programs. This effort resulted in a new directive from the Executive Officer to prioritize CC4A through the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) State Reserve co-funding. Ultimately, $10.4 million was awarded to districts that administer regional CC4A. In addition, the Budget Act of 2024 (Assembly Bill 100) redirected funds from the Enhanced Fleet Modernization Subaccount (EFMS) that were previously allocated to the Bureau of Automotive Repair (BAR) for the statewide scrap-only Enhanced Fleet Modernization Program (EFMP). Surplus funds of $17 million were reallocated and combined with the prior $2.8 million allocation to further fund the regional CC4A projects that experienced the highest demand. Staff applied the funding formula adopted by the Board last year to the total $19.8 million allocation for the two districts in most need and ultimately allocated $11.7 million to San Joaquin Valley and $7.1 million to the Bay Area. CARB staff will continue to monitor regional projects to ensure funding is available to meet projected demand.

Figure G-3: Clean Cars 4 All Funding Allocation (in millions) per Fiscal Year



Some air districts have also contributed additional local funds to their CC4A programs. As shown in Table G-4, San Joaquin Valley APCD provided $800,000 to pilot the EFMP/CC4A program in 2014. South Coast AQMD and Bay Area AQMD contributed a total of $6 million and $10 million, respectively, over the life of their programs to maintain operations when needed. These funds were used for additional vehicle replacement projects and for outreach.

Table G-4: Additional Funding Amounts Air Districts Contributed to their Clean Cars 4 All Programs

Air District	Funding Amount	Timeframe	Average Funding per Fiscal Year
San Joaquin Valley APCD	$25,540,000[iii]	2024-2025	$25,540,000
Bay Area AQMD	$10,000,000	2020-2025	$5,000,000
South Coast AQMD	$6,480,181	2015-2025	$648,018
San Joaquin Valley APCD	$800,000	2014-2015	$800,000

Fiscal Year 2024–25 Results

This section presents outcomes and goals from the CC4A programs active during the Fiscal Year 2024–25. The consensus among the air districts at the end of FY 2024-25 was that eligible vehicle availability in both the primary and secondary vehicle markets was the program's greatest challenge. Due to their lower price point and affordability, the majority of CC4A participants have historically chosen used vehicles as their replacement option. During FY 2024-25, 57% of projects funded used vehicles. A California New Car Dealers Association published report shows a 0.3% decrease in vehicle registration statewide in 2024, in comparison with a 4.8% increase from quarter 4 of 2023 to quarter 4 of 2024.[12]

Today, many people and families still struggle to make ends meet amidst uncertain economic times. Demand for CC4A has continued to soar, and it is expected to grow more after the $7,500 federal tax credit for new electric vehicles and $4,000 for used electric vehicles ended on September 30, 2025. Programs were impacted by participants that rushed to apply to CC4A to take advantage of the additional credit of $4,000-$7,500 along with the benefits of the CC4A program. This further amplifies the need to fund the program and assist Californians in accessing cleaner, more reliable transportation; improve our air quality; and reduce the negative impacts of climate change.

Results – Primary Metric – Participation Rates and Vehicle Replacements

The primary metric for the CC4A program is the number of eligible low-income Californians who have replaced their older, higher-polluting vehicles with cleaner, more reliable modes of transportation. This is measured in two ways: through the participation rates in the air district programs and through the vehicle replacements, taking into account the vehicle technology types and the alternative mobility options chosen. CARB staff also analyzed the Electric Vehicle Supply Equipment (EVSE or charging equipment) installations and the number of charging cards given to program participants.

Each air district has witnessed a continued influx of new applications and interest throughout FY 2024-25. However, air districts were unable to meet applicant demand due to several challenges, including limited funding, prolonged program rollout, delays in processing applications, onboarding and training of new contractors, applicant ineligibility or disqualification, and constrained vehicle inventory, as shown in Figure G-4.

This adversely affected program performance when compared to historical norms, as detailed in the air district sections below.

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[12] California New Car Dealers Association Releases Q3 2025 Auto Outlook
California New Car Dealers Association Releases Q3 2025 Auto Outlook – California New Car Dealers Association, accessed December 31, 2025

Figure G-4: Program Demand by Administrator in Fiscal Year 2024-25

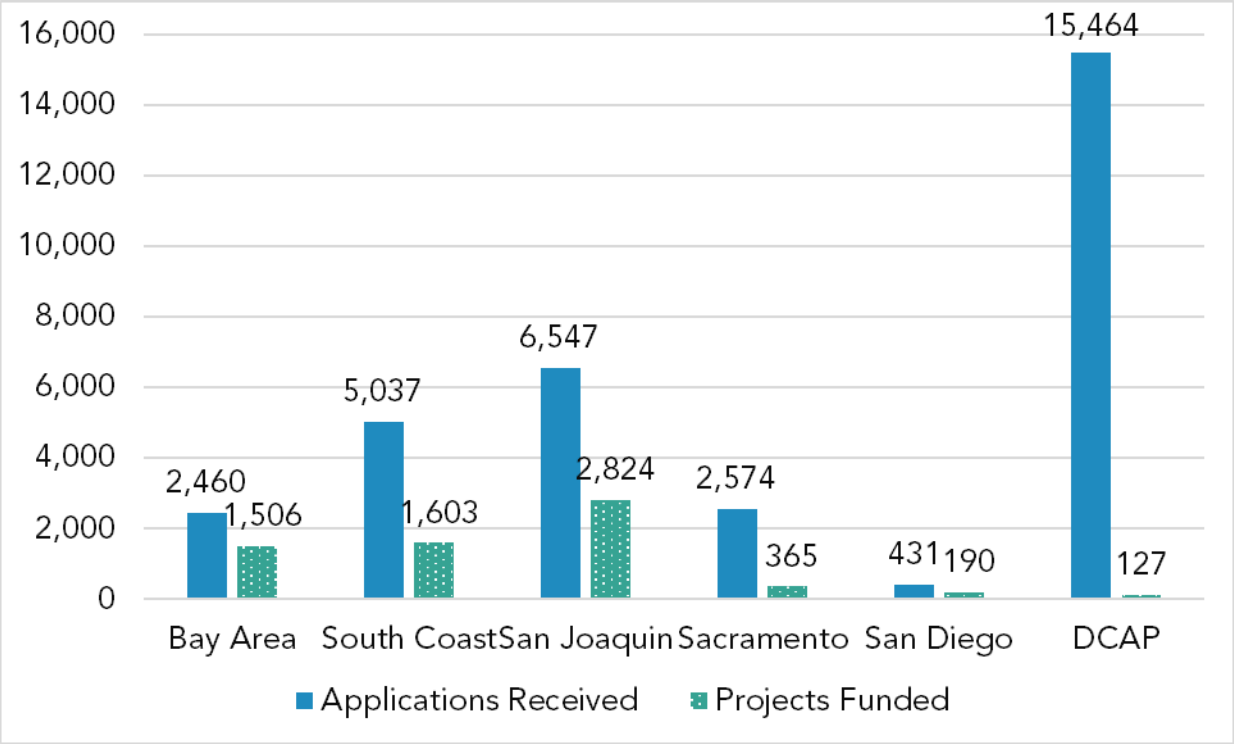


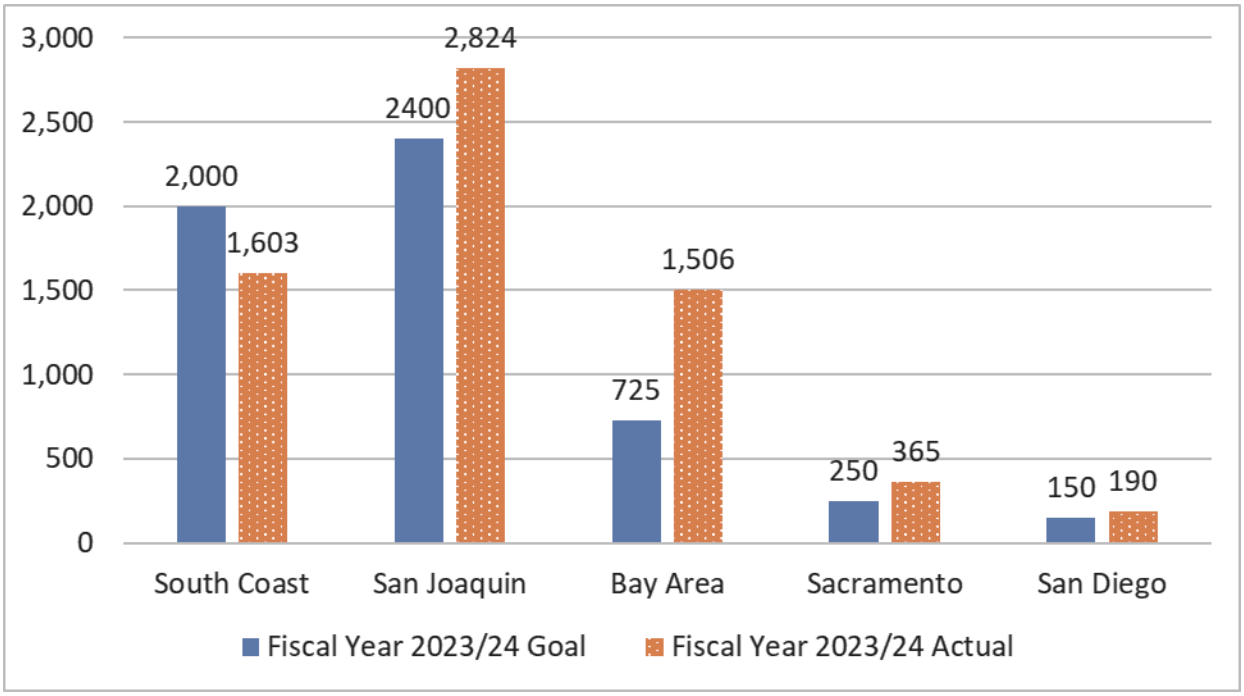
Table G-5 and Figure G-5 summarize participation data compared to the original goals for each of the five implementing air districts for FY 2024-25. During FY 2024–25, several air districts came close to meeting their participant goals, while the Bay Area AQMD nearly doubled its target.

Table G-5: Clean Cars 4 All Participation Goals and Rates by Air District for Fiscal Year 2024-25

Air District	Fiscal Year 24-25 Goal	Fiscal Year 24-25 Actual
South Coast AQMD	2,000	1,603
San Joaquin Valley APCD	2,400	2,824
Bay Area AQMD	725	1,506
Sacramento Metropolitan AQMD	250	365
San Diego APCD	150	190

Air District	Fiscal Year 24-25 Goal	Fiscal Year 24-25 Actual
Total Annual Participants	**5,525**	**6,488**

Figure G-5: Fiscal Year 2024-25 Participation Rates



Despite recent decreases in used-vehicle prices, prices remain high by historical standards, especially in the used-vehicle market. The used EV inventory is up 50% over this year; prices are stabilizing, and prices are expected to be more predictable and stable in the coming months.[13] Historically, 65% of CC4A replacement vehicles have come from the used-vehicle market due to their affordability for lower-income households. According to stakeholder feedback, lower-income participants find it increasingly difficult to locate vehicles that fit their budgets and needs. These price and inventory issues have caused increases in the time needed for participants to find a suitable vehicle, with average search times increasing from 30 days up to 90 days or more according to some air districts. This was compounded by the closure of the Federal EV tax credit, which has created a rush of applicants and buyers attempting to purchase or lease an EV before the September 30, 2025, deadline. These factors continued to adversely affect program performance and project completion statistics when compared to historical norms as, detailed individually for each air district, below. The expiration of the federal EV tax credit may adversely affect future program performance, as

[13] Recurrent Automotive. *Used Electric Car Prices & Market Report – quarter 3 2024*. *https://www.recurrentauto.com/research/used-electric-vehicle-buying-report*

many participants rely on the combined incentives to make cleaner transportation options more financially accessible.

South Coast AQMD

South Coast AQMD expected to complete 2,000 projects in FY 2024-25 and was able to complete 1,603 projects which is 80% of the FY 2024-25 goal. In addition to the challenges laid out earlier in the report, the air district also lost a third-party contractor, which reduced the number of case managers available to support applicants. South Coast AQMD hired the Center for Sustainable Energy in June 2024 for case management support, but this has not resulted in faster application processing yet.

San Joaquin Valley APCD

San Joaquin Valley APCD expected to complete 2,400 projects during FY 2024-25. Due to improving vehicle market conditions in the Valley and high demand for their program, they completed 2,824 replacements and are achieved their goal. San Joaquin Valley APCD has achieved 141% of their project goal by the end of quarter 2 of 2025.

Bay Area AQMD

In FY 2024-25, Bay Area AQMD expected to complete 725 vehicle replacements. The air district has exceeded their target by helping 1,506 participants as of quarter 2 of 2025. Bay Area AQMD achieved 200% of the target by the end of quarter 2 of 2025.

Sacramento Metropolitan AQMD

In FY 2024-25, Sacramento Metropolitan AQMD expected to complete 250 vehicle replacements. They were able to meet 142% of this goal by completing 365 replacements as of quarter 2 of 2025. Sacramento Metropolitan AQMD achieved and exceeded their target by quarter 2 of 2025.

San Diego APCD

In FY 2024-25, San Diego APCD expected to complete 150 vehicle replacements. They were able to meet 127% of this goal by completing 190 replacements as of quarter 2 of 2025. San Diego APCD achieved and exceeded their target by quarter 2 of 2025.

Remaining Funds by Air District

Each air district witnessed high demand for funding throughout FY 2024-25, with several districts having to close their programs to additional applicants due to availability of funds. Table G-6 Total Remaining Funds as of the End of FY 2024-25, shows the remaining funds at the air districts, at the close of FY 2024-25. This table represents remaining administrative and project funds that have not yet been disbursed to the districts. Additionally, these numbers do not include any funds remaining in a district's account. Also, what is displayed as remaining funding does not necessarily equate to what is available to new applicants. For example, San Joaquin Valley APCD would use most of these funds to pay out existing applications. Finally, it is important to note that an administrator will stop accepting

applications. Finally, it is important to note that an administrator will stop accepting applications before funds are exhausted if the number of applications in process is estimated to exceed available funds.

Table G-6: Total Remaining Funds as of the End of FY 2024-25

Air District	Total Remaining Funds (millions)
South Coast AQMD	$29.3
San Joaquin Valley APCD	$15.3
Bay Area AQMD	$18.9
Sacramento Metropolitan AQMD	$8.2
San Diego APCD	$14.4
Total Remaining Funds	**$86.1**

Funded Vehicles by Technology Type

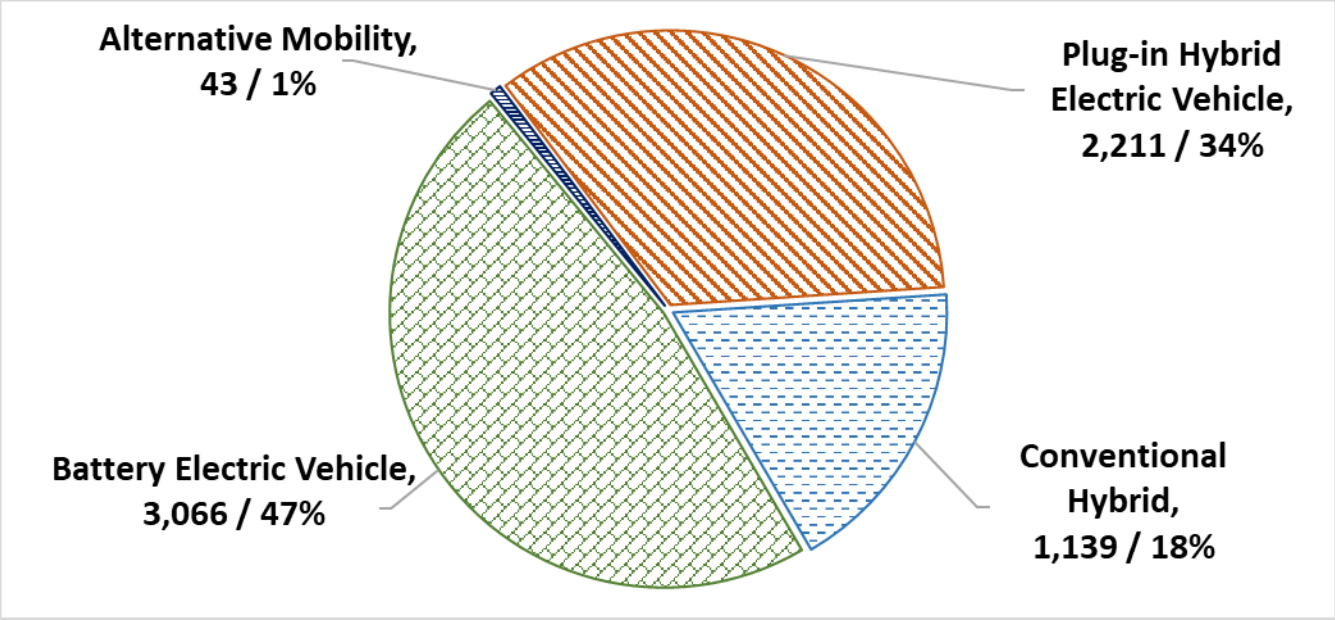
CARB staff also tracks the number of vehicles funded by the type of technology: BEVs, Conventional Hybrid Vehicles, Fuel Cell Vehicles, and PHEVs. Data also include information on EVSE installations, portable charger purchases, and prepaid charging cards, as well as alternative mobility transportation options such as e-bikes and prepaid public transit cards. Table G-7 and Figures G-6 and G-7 show the vehicle replacements by vehicle technology type for FY 2022-25. As of December 31, 2024, the conventional hybrid vehicle option has been removed as an eligible vehicle for the CC4A program.

Table G-7: Fiscal Year 2024-25 Funded Vehicle Technology Options by Air District

Replacement Vehicle Technology	SCAQMD	SJVAPCD	BAAQMD	SMAQMD	SDAPCD	All Air Districts
Plug-in Hybrid Electric	400	1,378	274	117	42	2,211
Conventional Hybrid	249	468	352	46	24	1,139

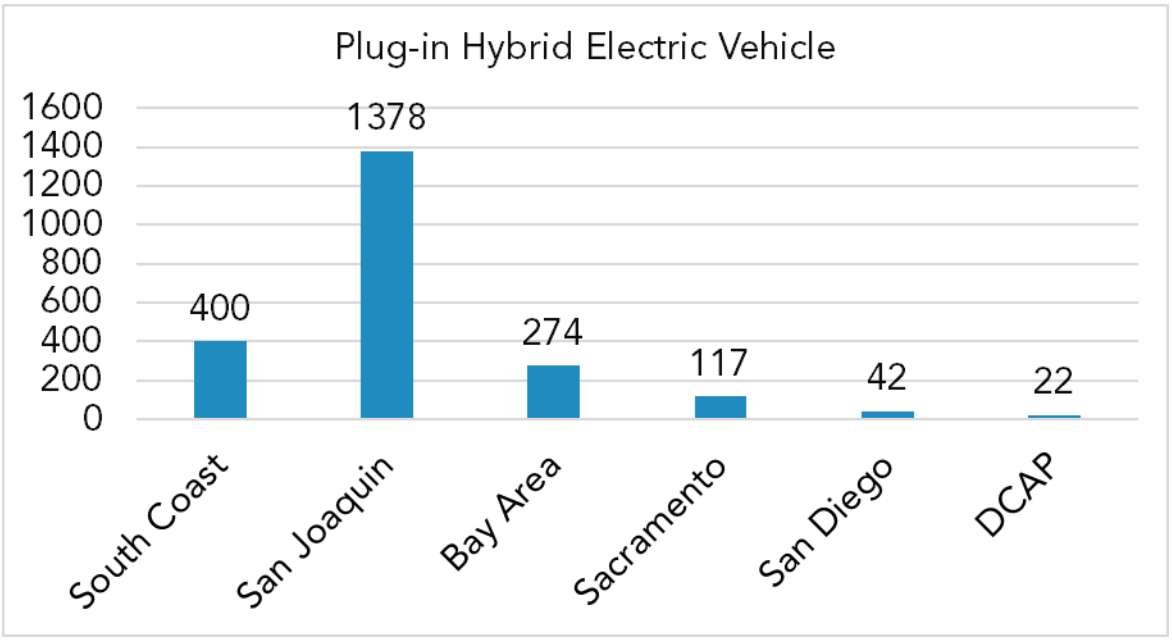
Replacement Vehicle Technology	SCAQMD	SJVAPCD	BAAQMD	SMAQMD	SDAPCD	All Air Districts
Battery Electric	927	978	839	200	122	3,066
Fuel Cell	6	-	11	-	2	19
Alternative Mobility	11	-	30	2	-	43
Total Vehicle Replacements	**1,593**	**2,824**	**1,506**	**365**	**190**	**6,478**

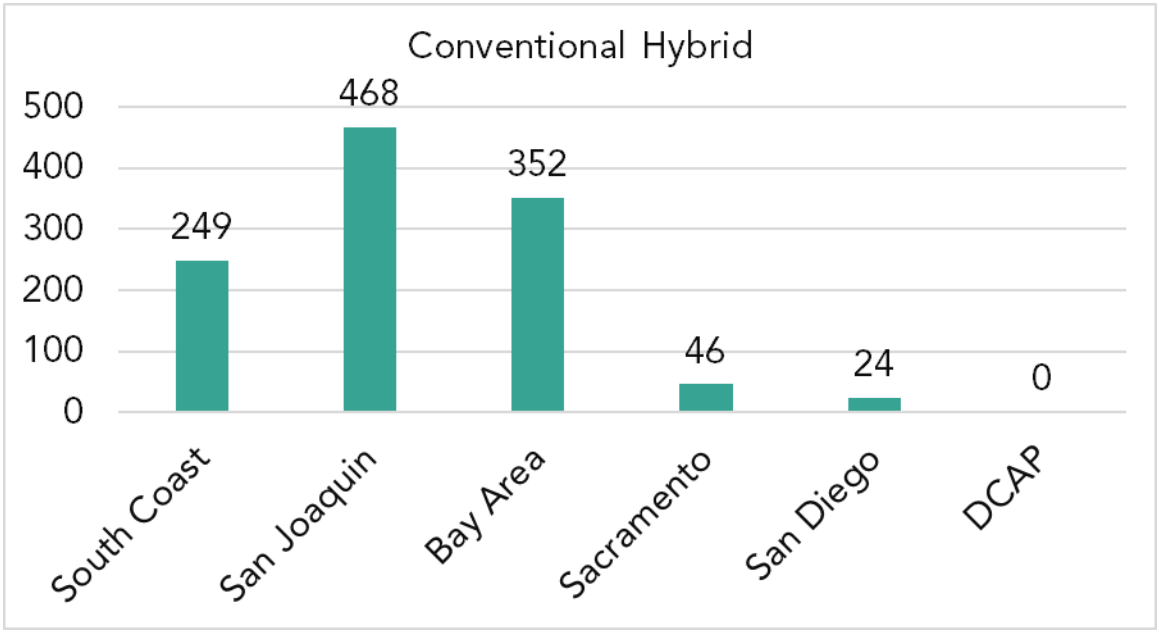
Figure G-6: Clean Cars 4 All Fiscal Year 2024-25 Number of Vehicles Funded by Technology Type

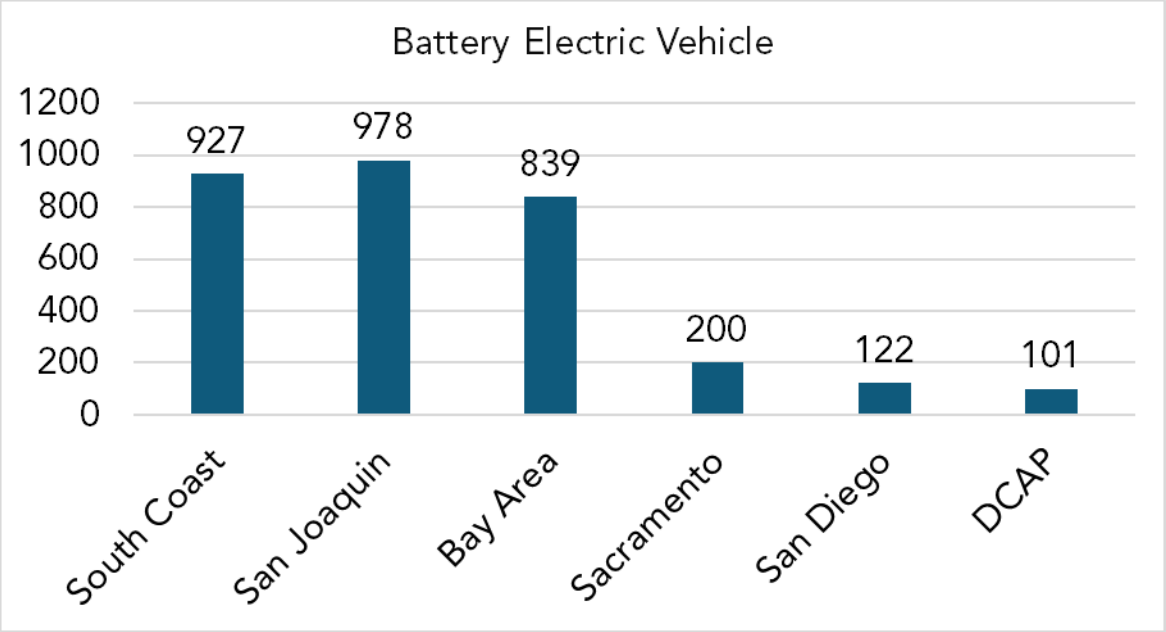


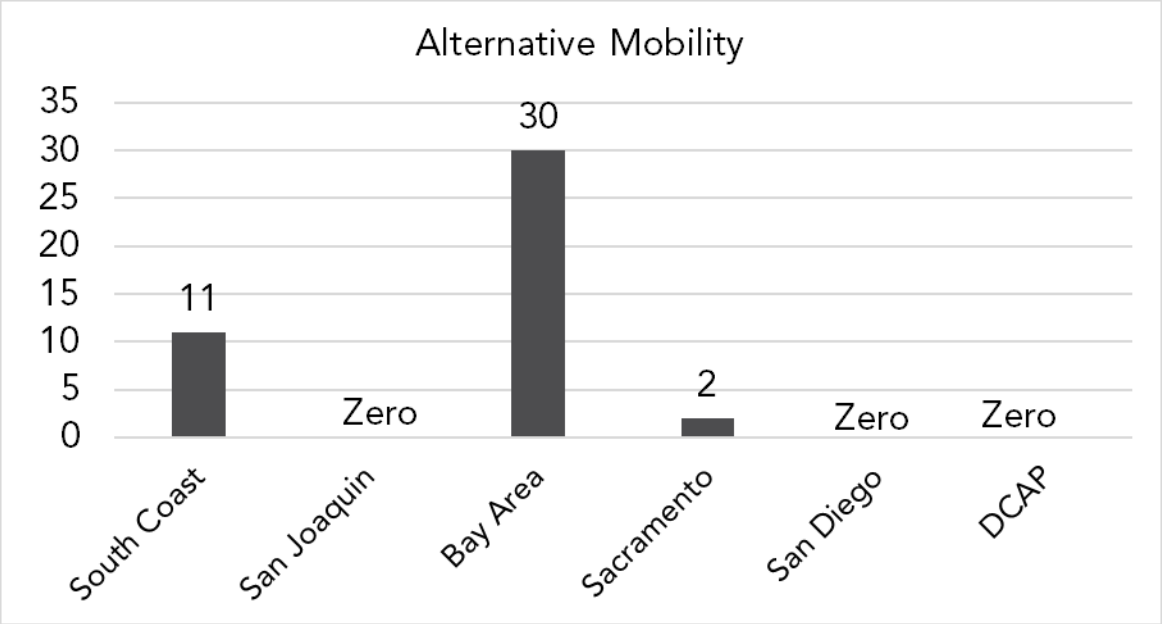
Fuel cells accounted for less 1% of the vehicles funded.

Figure G-7: Vehicle Replacement Technology by Air District






Battery Electric Vehicle
1200
1000
800
600
400
200
0
927
978
839
200
122
101
South Coast
San Joaquin
Bay Area
Sacramento
San Diego
DCAP


Alternative Mobility
35
30
25
20
15
10
5
0
11
Zero
30
2
Zero
Zero
South Coast
San Joaquin
Bay Area
Sacramento
San Diego
DCAP

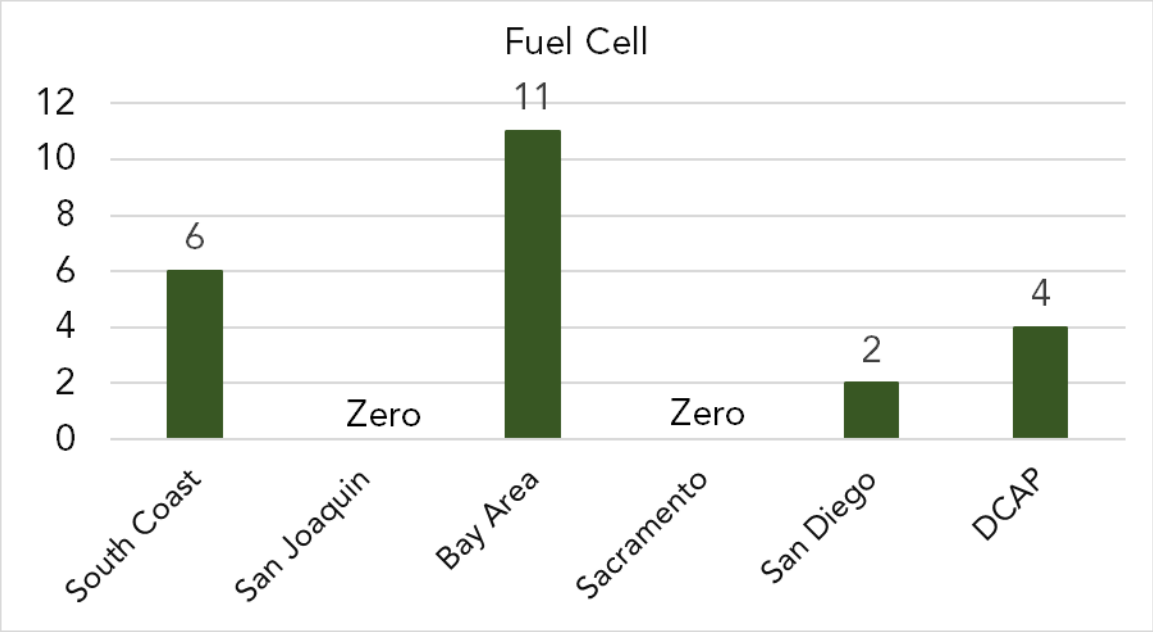


Table G-8 shows the number of EVSE installations and portable charger purchases, as well as charging cards for FYs 2023-24 and 2024-25. Complete historical participation data used in the annual Funding Plan summary can be found on CARB's *Outcomes and Results for Clean Cars 4 All*.[14]

Table G-8: Charging Equipment Installations and Charging Card Data

Air District	Fiscal Year 2324 Charging Equipment	Fiscal Year 2425 Charging Equipment	Fiscal Year 23-24 Charging Cards	Fiscal Year 24-25 Charging Cards
South Coast	14	16	0	0
San Joaquin Valley	1	0	0	0
Bay Area	107	82	0	389
Sacramento Metropolitan	51	20	33	32
San Diego	14	114	15	109

[14] *EFMP Scrap and Replace and CC4A Summary Report* webpage, *https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all/outcomes-and-results-clean-cars-4-all*, accessed August 28, 2024

Air District	Fiscal Year 2324 Charging Equipment	Fiscal Year 2425 Charging Equipment	Fiscal Year 23-24 Charging Cards	Fiscal Year 24-25 Charging Cards
Total	**187**	**232**	**48**	**530**

Results – Secondary Metric – Program Performance and Co-Benefits from Participant Surveys

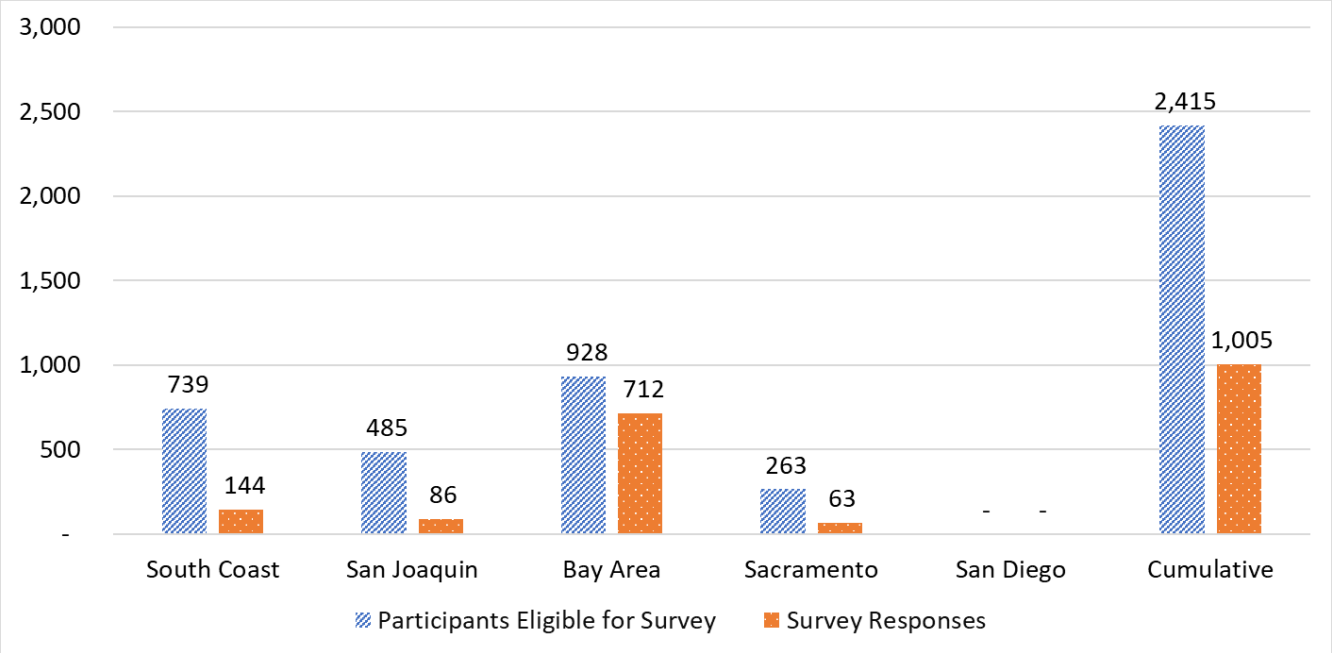
Developed through a robust public process, the CC4A program was intended not just to provide participants with the benefit of cleaner and more efficient vehicles, but to also deliver the co-benefits that come with having more reliable transportation, such as greater access to economic opportunities. While some participants realize these co-benefits, the California State Auditor Report 2020-114 (State Auditor Report) highlighted the need to better quantify these co-benefits. In response to the State Auditor Report, CARB has added an analysis of participant surveys (surveys) as a secondary metric of program effectiveness to this report on an ongoing basis. CARB requires each air district to request and collect survey data from potential, unsuccessful, and successful program participants to best identify and understand barriers to entry and demographic data. Surveys are administered at various stages of application, and they include: an initial survey that captures basic participant data; before and after approval, which identifies potential barriers to entry through the application process; at the time of transaction; and at 12-, 24-, 30-month ownership intervals. The current survey's required questions can be found at the end of this document.

The surveys allow CARB and the air districts to better gauge program performance and impact from the perspective of the participants themselves, and to inform improvements to the program to better serve the participants and provide both the emission benefits and co-benefits from the programs. While CARB established standardized survey questions, each air district has the flexibility to include additional questions to better serve their constituents. Each air district also determines the appropriate means to reach their constituents for survey distribution and feedback collection.

Figure G-8 demonstrates that air district program survey response rates have not met the requirements, as not all air districts have been able to reliably collect the required survey responses. As shown in Figure G-8, approximately 42% of eligible survey participants responded to the 30-month survey. The South Coast, Bay Area, and Sacramento Metropolitan air quality management districts each use electronically distributed surveys and compile the responses into sortable databases. San Diego ACPD is too early in the program to have any participants eligible to complete the 30-month survey; however, they will use electronically distributed surveys as well. San Joaquin Valley air district administers surveys during the application process online in addition to in person and at outreach events. However, San Joaquin has sent the survey requests via text message, and follow-ups via texts and emails were made to the nonresponsive participants. The response rate is less

than 18% and it is difficult to track and compile the responses. The San Joaquin Valley air district sent 485 surveys to eligible participants and received 86 responses, which accounts for 18% of participants. Similarly, the South Coast air district sent 739 surveys and received 144 responses, accounting for 19% of participants. This makes it difficult to conduct any statistical or perceptive analysis. Moving forward, CARB will continue to collaborate with all participating air districts to improve survey response rates and refine survey questions and methodology.

Figure G-8: Clean Cars 4 All Participant Survey Response Rates – 30-Month Survey



Fiscal Year 2024-25 Feedback from Participants – Key Successes

The 30-Month survey responses received from the districts indicated that the financial incentives directly influenced participants to consider cleaner and more advanced vehicles. The incentives allowed participants to obtain far newer, cleaner, and safer vehicles than what participants expected. CC4A incentives have also swayed a portion of prospective vehicle buyers away from internal-combustion engine vehicles and toward cleaner technologies.

"It's simple, clean, safe, functional, small and ideal as an urban California car for a small family. Having an EV here is amazing. As a local/regional car this one works very well, and it was affordable enough to allow us to buy a new EV. We have never ever owned a new car!"

Drivers overwhelmingly express a deep appreciation for their electric vehicles, praising them for their cleanliness, quiet operation, and environmental benefits. Many highlight the freedom from gas stations as a key advantage, enjoying the convenience of home charging and the cost savings that come with it. There is a strong sense of pride in contributing to cleaner air and protecting the environment, with several noting that EVs help reduce pollution and noise in their communities.

“This program gave me the opportunity to receive a reliable and sustainable vehicle for my children at a time in our lives when we needed it the most. For that I am forever grateful. Thank you!”

During a pivotal moment, one family found relief and hope through the replacement vehicle program. The new car eased financial strain by cutting fuel costs and offered renewed stability. For a parent working to support their children, it was more than transportation—it was vital support in a time of need. The participant expressed deep gratitude for the program’s life-changing impact, which improved mobility, enabled better job access, ensured safe school commutes, and reconnected them with distant family. Reliable transportation enhanced daily life, economic security, and social connections.

Another participant emphasized the financial and emotional relief the program provided. Lower fuel costs and reduced travel stress allowed them to focus on earning opportunities, with peace of mind directly boosting their income potential.

“It was really motivating for me to have a new car. A stress was taken off my shoulders and I was able to focus on the things that I needed to vs. having to run into random maintenance issues that were out of my control. The company I work for now provides free electric charging. Since I now own a PHEV, I pour my gas tank once a month vs. once a week with my prior vehicle”.

Switching to battery electric vehicles (BEVs) has eased financial strain for many of the program’s drivers by cutting fuel and maintenance costs. One respondent noted the stark improvement over their diesel car, citing fewer mechanical issues and a more reliable, stress-free experience. Another shared how owning a plug-in hybrid (PHEV) brought peace of mind and eliminated the stress of constant upkeep. With free workplace charging, they now refuel monthly instead of weekly. These stories highlight how EVs and PHEVs offer real savings and enhance daily life.

This combination of reduced maintenance hassles and lower fuel consumption illustrates how transitioning to an EV or PHEV can provide tangible savings and improve overall quality of life.

Recipients of the Clean Cars for All (CC4A) program expressed deep gratitude for the financial support that made cleaner vehicle purchases possible. One called it a “life saver,” reflecting the widespread appreciation for the grant’s role in making EVs financially attainable.

However, financing challenges remain. One participant was limited to a high-interest loan through GM Financial, citing a lack of alternatives and unfavorable terms. Others echoed concerns about limited options, especially in a tight market. One grantee, new to car loans, said they couldn’t have afforded a plug-in hybrid without the grant and suggested expanding seller networks to improve inclusivity.

While CC4A has increased access to clean vehicles, participants highlighted the need for more flexible financing and broader purchasing choices to better support diverse financial situations.

Another grantee echoed this concern by highlighting that, without the program's financial assistance, they wouldn't have been able to purchase a plug-in hybrid vehicle (PHEV) at all. This was their first experience taking out a car loan, having previously purchased vehicles with cash. They described the program as "wonderful," but suggested that expanding purchasing options, such as allowing buyers to work with a broader network of sellers, could make the process more inclusive and supportive for future participants.

Overall, while the Clean Cars for All program has clearly made vehicle ownership accessible for many, these responses point to opportunities for improvement in the areas of financing flexibility and purchasing choice. Greater competition among lenders and more dealership options could further empower grantees to make informed, affordable decisions that match their financial circumstances.

Fiscal Year 2024-25 Feedback from Participants – Challenges

Applicants of the program encountered a range of challenges despite their appreciation for the opportunity. While many found the overall experience rewarding, some participants felt that the process itself proved to be complex and demanding. One participant noted that submitting an application required "great effort." Some applicants noted that the steps to complete the grant and vehicle retirement processes were not only time consuming, but also confusing, often requiring multiple follow-ups to obtain basic updates and information.

Communication gaps further complicated matters. Participants reported unclear or incorrect guidance, such as being given the wrong vehicle drop-off location, which created additional hurdles and delays. These missteps, combined with reported limited transparency around timelines and steps, added frustration to an already challenging process. For those with limited English proficiency or without access to reliable technology, these issues could be overwhelming or even insurmountable.

Another significant concern was the narrow range of replacement vehicles available under the program. Even after overcoming the administrative barriers, applicants felt restricted in their choices, which could make finding a suitable vehicle more difficult. Ultimately, while the program was seen as beneficial, these challenges underscore the need for a simpler, clearer, and more accessible process that supports all participants equitably.

"Thank you for this opportunity. All in all it was a very positive experience despite the great effort to submit an application for the program and the limits on the replacement vehicle. It's a great program! Please make grant application and vehicle retirement process simpler and communicate each step as well as timeline better. While I was able to complete the process, I can imagine many folks aren't able to especially if there is a language or technological barrier."

While participants expressed gratitude for the program, many encountered frustrating and sometimes unfair experiences with car dealerships. Non-English-speaking participants faced a different challenge. One individual shared that, despite California law (AB 3254) requiring translated contracts for major languages, the Hyundai dealership failed to provide a contract in Chinese. As a result, the buyer had to rely on their child to interpret a complex legal agreement, leaving them vulnerable. This same participant later experienced a mechanical issue with the vehicle, only to find the dealership unwilling to provide a free repair, compounding the frustration.

"The Hyundai Car Dealership did not provide me with a translated contract in Chinese even though AB 3254 was passed in 2020, and I purchased the car in 2022. I do not speak English fluently and needed my child to translate for me. Now, the engine light has come on and indicates a DTC P014000 error. The Hyundai dealership will not fix it for free."

Beyond language barriers, one participant reported feeling pressured or misled by dealership staff to buy additional optional packages for the vehicle. The participant recounted being sold an extra warranty package he didn't need as an unnecessary expense that could have been avoided.

"The only complaint is that the selling staff from the dealer sold me extra warranty package I don't need."

The lack of dealership flexibility not only reduced their ability to shop around for a better deal but also resulted in a more expensive financing arrangement.

Some participants raised serious concerns about the integrity and practices of dealerships affiliated with the program. One respondent emphasized the need for greater independence in the car purchasing process, expressing frustration that the current network of participating dealers often engages in practices that undermine the financial benefit of the grant. They described these dealers as "crooked," alleging that they attempt to chip away at the grant funds through inflated pricing, unnecessary add-ons, or other tactics that reduce the grant's intended value. This perception of opportunistic behavior not only erodes trust in the dealer network but also diminishes the impact of the program for recipients who rely on every dollar of assistance to secure a reliable and affordable vehicle. Expanding dealer options and implementing stricter oversight could help protect participants from such practices.

Fiscal Year 2024-25 Secondary Metric – Participant Survey Conclusions

As illustrated by the above examples, the overall participant feedback reflects both a generally positive view of the CC4A program in making newer, cleaner vehicles affordable to consumers that may have otherwise been priced out of the market, and opportunities for improvements to better achieve the overall program goals. CARB staff will take steps to address the specific concerns described above such as:

- Continuing to collaborate with air districts to incorporate prepaid charging cards and other support for charging options.

- Collaborating with air districts to update their program implementation plans to incorporate additional guidance and education for participants on the potential financial impacts of program participation.
- Collaborating with air districts and participating car dealerships to improve and standardize their practices and consumer education in each air district program.
- Continuing to make improvements to application processing to reduce applicant and car dealership waiting times.
- Further integrating with Access Clean California to ensure participants are aware of and can apply to complementary clean energy programs for which they may be eligible, and to reach underserved communities.
- Continuing to work with air districts and DCAP on conducting effective surveys to elicit more responses from the participants.

These improvements will also contribute to meeting some Senate Bill (SB) 350 Report recommendations such as improving outreach, program education, and application processing assistance to overburdened communities, improving understanding of their local transportation needs and incentive accessibility. CARB staff will continue to provide guidance to air districts to refine and develop more robust procedures to garner more survey responses to evaluate program performance. Ultimately the air districts are responsible for conducting the surveys and sharing the survey data with CARB to monitor and improve program performance.

Fiscal Year 2025-26 Goals

Primary Metric – Vehicle Replacements

The goals for FY 2025-26 include goals for all CC4A air districts programs as well as goals for the CC4A Statewide program. CARB developed the FY 2024-25 goals through a public process. Specifically, staff conducted meetings with the air districts, which began in March 2024 and continued through July 2025, and have held work group meetings regarding AB 630 to increase transparency and coordination with the administering air districts and stakeholders in the goal setting process. In the fully executed FY 2025-26 grant agreements, CARB required air districts to submit additional metrics and details such as participant survey data and planned program updates. Air districts were offered the opportunity to submit additional metrics and details, such as applicant processing times, participant survey data, and planned program updates. These data incorporate each air district's operational capacity and program demand to develop additional quantitative metrics that better gauge the success of the programs and inform future goal setting. To help low-income Californians obtain cleaner and more reliable transportation options, CARB staff also considered the changing economic conditions when developing the FY 2025-26 goals.

CARB staff determined that, as for FY 2024-25 goals, some general baseline assumptions need to be included for each participating air district to make future projections about funding needs and program demands. Therefore, CARB staff made the following general

baseline assumptions for each air district based on proposed funding amounts and past project data:

1. The average total cost of each incentive is $13,800.[15] (See Appendix A for an explanation for this calculation).
2. Administrative funds account for 20% of air district and statewide programs.
3. With current funding allocations, funding would be available to meet demand and program application processing capacity for three out of the five district programs in the next fiscal year. Two districts are experiencing high demand and expect that current funding may not last through the next fiscal year. Participation is primarily determined by applicant demand, funding availability, and air district processing capacity. All implementing air districts use a website to help reach potential low-income residents. Low-income residents have access to relevant program information and can submit initial application information at any time. Case managers then process these requests as received.
4. Low vehicle supply and higher prices may continue to extend timelines for project completion.

The goals for Fiscal Year 2025-26 were set in collaboration with the air districts. The air districts identified and suggested the goals to CARB staff based on available data and program plans, and accounting for other operational factors. The agreed upon FY 2025-26 goals can be found in Table G-9. Approximate estimated funds needed to achieve the goals were calculated by CARB staff and shown in Table G-9. This was calculated by multiplying the goal by the average incentive amount for each air district. The DCAP program is in its initial stage of implementation and will need time to establish their programs and ramp up their involvement. San Diego APCD has started the program this year, so the third-year goal for San Diego APCD is conservative and the initial goal for the statewide program is also low. The DCAP program also just launched and needs additional operational time before higher goals are set, which will be closer to the number of participants that other districts brought through their programs in the initial years (500–2,000 in total within the first four years).

Table G-9: Participation Goals for Air District and Statewide Expansion Fiscal Year 2025-26

Air District	Fiscal Year 2025-26 Goal	Estimated Expected Funds to Achieve the Goal (millions)
South Coast AQMD	1,800	$16.1
San Joaquin Valley APCD	1,700	$17.4

[15] The average incentive amount is consistent with Appendix A of the FY 2022-23 LCTI Funding Plan

Air District	Fiscal Year 2025-26 Goal	Estimated Expected Funds to Achieve the Goal (millions)
Bay Area AQMD	500	$4.7
Sacramento AQMD	500	$4.6
San Diego APCD	250	$2.8
Driving Clean Assistance Program (DCAP)	200-500	$1.8-4.5
Total Annual Participants	**4,950-5,250**	**$47.4-50.1**

South Coast AQMD

The South Coast Air Quality Management District expects to complete 1,800 replacements in FY 2025-26. CARB and South Coast AQMD expect the program to maintain high participation rates in FY 2025-26 and beyond. The air district will also use the new funding to develop a targeted outreach campaign aimed at overburdened communities.

San Joaquin Valley APCD

A goal of 1,700 replacements has been established for San Joaquin Valley APCD for FY 2025-26, with the assumption that no additional funding will be allocated to the program in the upcoming fiscal year. The district continues to experience high demand and with current funding levels, they estimate closure to additional applicants by the end of 2025. If the air district were to receive additional funding, they estimate that 3,400 vehicle replacements could take place in the 2025-26 fiscal year.

Bay Area AQMD

The Bay Area AQMD has established a goal of funding 500 incentive projects for FY 2025-26. This target is based on the $7.1 million in new CARB funding and the assumption that no additional CARB funds will be available during the current fiscal year. The district anticipates that actual program demand will exceed the $7.1 million currently available and believes it could support about 500 more projects if additional funding becomes available.

Sacramento Metropolitan AQMD

A goal of 500 incentives has been established for Sacramento Metropolitan AQMD for FY 2025-26. To ensure all grant funds set to expire on June 30, 2026, are expended, Sac Metro is launching a major effort to review and approve as many applications as possible. This is so that as many participants as possible take advantage of available federal tax credits before they expire. The district estimates it will need to fund approximately 500

projects to fully utilize the current grant, assuming no additional funding is allocated in the next fiscal year. Ongoing, steady demand for the program is expected.

San Diego APCD

A goal of 250 incentives has been established for San Diego APCD for FY 2025-26. San Diego APCD launched their program in March 2024 in overburdened communities after securing a dismantler and twenty-one vehicle dealerships. The Air District has been working with the DCAP program to support areas in San Diego County that are not currently served by the existing program. The air district and its contractor Grid Alternatives (GRID) are working toward expanding countywide for FY 2025-2026 by September 2025. The district and GRID have been meeting regularly to develop the San Diego APCD CC4A program.

Driving Clean Assistance Program

Background

CARB supports prioritizing the communities in most need, which includes communities designated as DACs through CalEnviroScreen. The statewide program covers all areas of the state not currently covered by air district programs, and will particularly target low-income, tribal, border, and rural communities that are not currently being served by either local air districts or one of the five implementing air districts. This is consistent with the core principle of the program: to focus benefits on those that have the highest barriers to clean transportation.

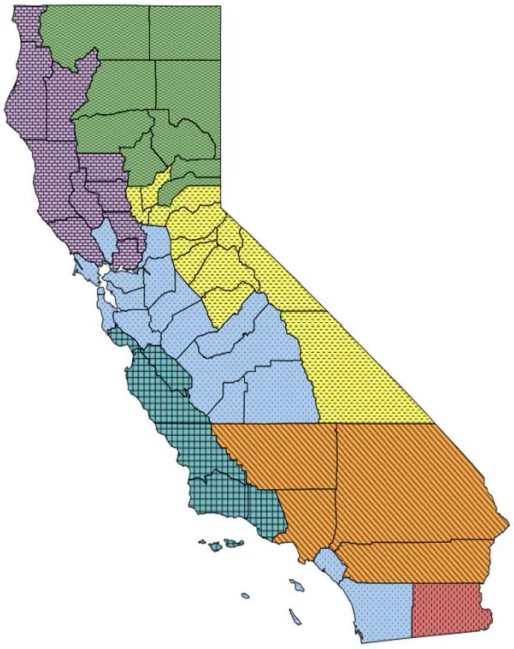
Historically, the early requirements to serve DACs exclusively have been an important parameter to ensure investments are directed to communities disproportionately burdened by negative environmental and climatic impacts; however, there are DACs beyond the current air district borders as well as other overburdened communities including tribal, rural, and low-income communities that do not have the resources to access cleaner technologies under the current program. DCAP, initially referred to as the Joint Financing Assistance and Statewide Clean Cars 4 All (CC4A) Program, was initially introduced to the public in the Proposed Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives and was allocated $125 million though AB 178 (Ting, Chapter 45, Statues of 2022). The concept stemmed from lessons learned in the Clean Vehicle Assistance Program (CVAP) and a previous iteration of the Driving Clean Assistance Program (DCAP), stakeholder and legislative interest in expanding CC4A, and feedback from stakeholders who stated that CARB incentive pathways and eligibility requirements are difficult to navigate and have called for streamlining CARB's portfolio of incentive programs. CARB selected the Community Housing Development Corporation (CHDC) via a competitive process to administer the DCAP program, enabling the expansion of the Clean Cars 4 All program to regions of the State that are currently not served by the five largest air districts and expanding access to Financing Assistance statewide, including access to non-scrap options statewide. DCAP was then allocated an additional $14 million in the FY 2023-2024 Funding Plan for a total of $139 million

To better support low-income communities and DACs statewide, DCAP adopted a needs-based approach going beyond the traditional first-come, first-served model. This enhanced framework builds on existing efforts by incorporating a community level focus on consumer protection, outreach, and education. The redesigned program directly responds to concerns about equity and access, ensuring that funding is prioritized for Californians with the greatest need, while honoring local community priorities and advancing the State's climate and air quality goals.

As shown in figure G-9, CHDC and CARB rolled out DCAP through regional openings beginning on September 10, 2024, with monthly openings in each region. This was publicly discussed and reflects CARB's commitment to ensure incentives continue to be concentrated in areas that need it the most and that CHDC maintain a high-touch approach, building trust within these communities, which have had minimal to zero CARB-funded investments. This effort is a direct response to public feedback and concern about cultivating trust in these communities.

Figure G-9: DCAP Regional Rollout and Timeline

Driving Clean Assistance Program (DCAP) Regional Rollout Timeline



Region	Application Live
Region 1	September 10, 2024
Region 2	September 2024
Region 3	October 2024
Region 4	November 2024
Region 5	December 2024
Region 6	January 2025
Region 7-11	Q1 2025

Fiscal Year 2024-25 Results

DCAP formally opened within Regional CC4A district areas on March 25, 2025, thereby providing those residents with access to non-scrap incentives, expanding incentive options for participants enabling a customized incentive tailored to a participant's needs.

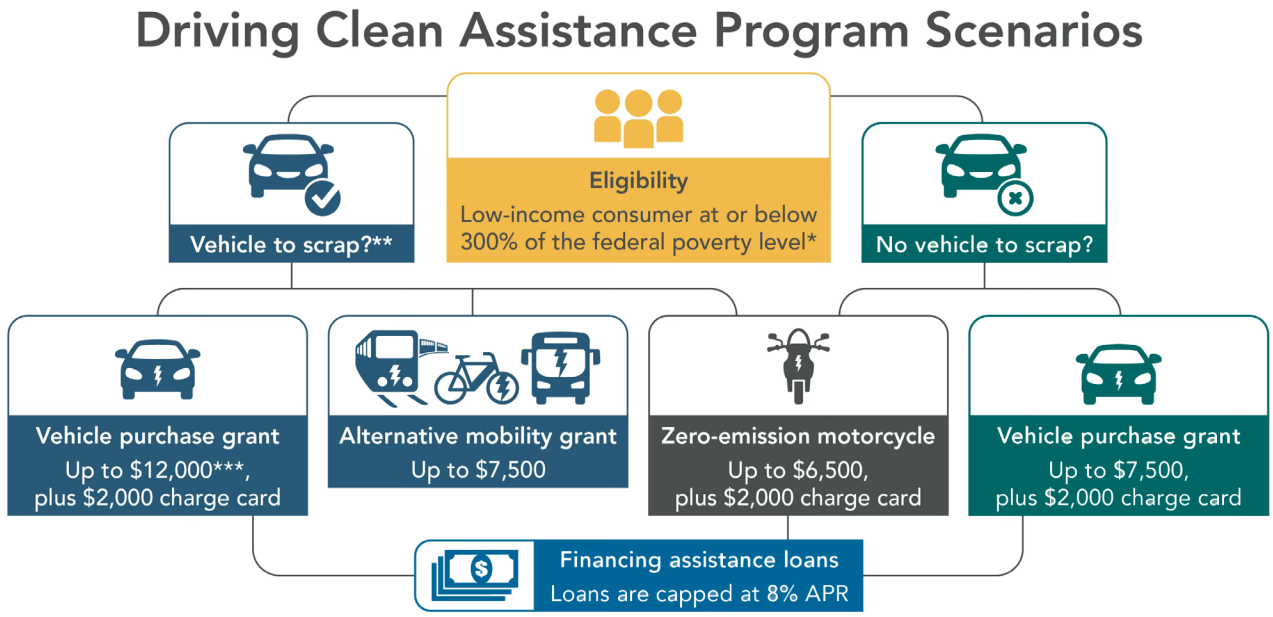
Participation has been steady since project rollout, and there have been 127 projects as of quarter 2 of 2025. As data from quarter 2 of 2025, the program has fallen within range of its Fiscal Year 2024–25 goals, which range between 100 and 500 projects. CARB staff also tracks the number of vehicles funded by the type of technology: BEVs, Fuel Cell Vehicles, and PHEVs as shown in Table G-10 for FY 2024-25. A total of 4 charge cards were also issued during FY 2024-25 under DCAP.

Table G-10: Fiscal Year 2024-25 Funded Vehicle Technologies Options for DCAP

Replacement Vehicle Technology	FY 2024-25
Plug-in Hybrid Electric	22
Battery Electric	101
Fuel Cell	4
Total Vehicle Replacements	**127**

Many of these participants have utilized the Financing Assistance pathway shown in Figure G-10. CARB believes that this is due to the additional steps, which include needing to bring their retired vehicle to a BAR-certified dismantler to successfully redeem their incentive. CARB continues to monitor preferences between each incentive pathway.

Figure G-10: Incentives Pathways for DCAP

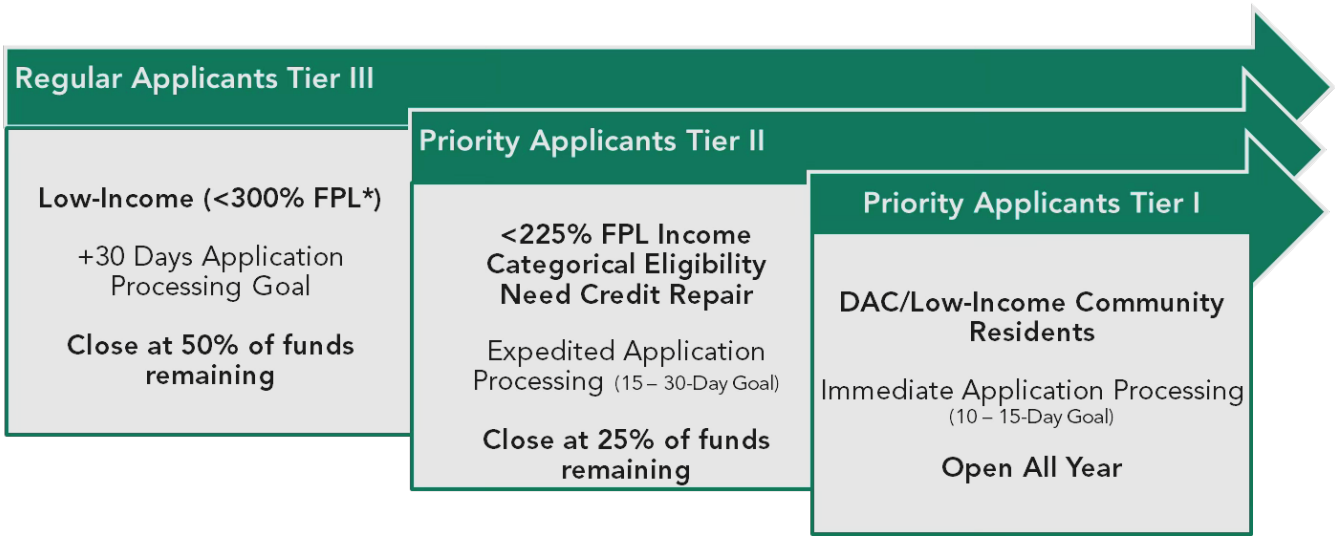


* Based on 2024 federal poverty level guidelines. This number is subject to change annually.
** Additional guidance for model year vehicle type subject to change at CARB's discretion.
*** Maximum grant for eligible applicants living in a Disadvantaged Community as defined by Cal EnviroScreen 4.0.

Despite launching and seeing significant numbers of individuals apply for the program, one challenge has been providing a consistent source of funding. In Summer 2024, $14 million that was originally allocated through the FY 2023-2024 Funding Plan was reallocated to both the SJVAPCD and BAAQMD CC4A programs after CARB had identified that both programs were at high risk for program closure, bringing back DCAP's total allocation to $125 million.

To preserve funding and to concentrate incentives on those who need it the most, DCAP introduces a needs-based process, where factors including, but not limited to, income, geographical eligibility, and categorical eligibility enable potential participants to demonstrate need, pivoting away from the traditionally implemented first-come, first-served model that Regional CC4A programs currently utilize. A graphic representation of this process is demonstrated in Figure G-11. This method of implementation addresses public comment that the first-come, first-served model crowds out those who need incentives the most and was approved through the public process. By using this methodology to assist in fast tracking processing times, DCAP enables participants who demonstrate the highest need to be prioritized and able to shop for vehicles more quickly. Additionally, because funding tiers are closed based on the availability of funding, it continues to prioritize DAC and Low-Income Community Residents, furthering CARB's commitment to ensuring that incentives are accessed by those who need them the most.

Figure G-11: Needs-based Model for DCAP



Fiscal Year 2025-26 Goals

The DCAP program recently launched and needs additional operational time to set higher goals. However, the goal for Fiscal Year 2025-26 is set between 200 and 500 projects. While this goal may seem small, given the challenges outlined above and other external factors identified in the Future Program Activities Section below, CARB anticipates that fluctuations in market conditions will be a contributing factor. As the program progresses, additional data will become available to help define clearer outcomes and targets.

Alternative Mobility Options

"Mobility option" means a voucher for public transit, car sharing, bike sharing, or electric bicycles. Car sharing is defined as a model of vehicle rental where users can rent vehicles for short periods of time and users are members that have been preapproved to drive. Eligible applicants can also receive bicycle accessories and adaptations, as well as additional bicycles for family members, with their remaining mobility option voucher funds. The FY 2020-21 Funding Plan required participating air districts to increase the available incentive limit for alternative mobility options by $2,500, from $5,000 to $7,500, in accordance with the approved CC4A guidelines.[16]

Since this increase, some air districts have shown more participants choosing mobility options over replacement vehicles. Bay Area AQMD, Sacramento Metropolitan AQMD, San Diego APCD, and South Coast AQMD have implemented electric bicycles (e-bikes) as a

[16] *Proposed Guidelines for the Clean Cars 4 All and Enhanced Fleet Modernization Programs Regulation* webpage, California Air Resources Board, *https://ww2.arb.ca.gov/rulemaking/2018/proposed-guidelines-clean-cars-4-all-and-enhanced-fleet-modernization-programs,* and *Proposed Fiscal Year 2020-21 Funding*, California Air Resources Board, *https://ww2.arb.ca.gov/sites/default/files/2020-11/proposed_fy2020-21_fundingplan.pdf*

mobility option. Bay Area AQMD is also offering passes for public transit. Sacramento Metropolitan AQMD provides participants with a prepaid card that can be spent on regional transit, car sharing, car rental, and Amtrak. South Coast AQMD provides a Cal-card credit card to be used only for public transit and car-sharing expenses. San Diego APCD also provides a mobility card. Overall, the vast majority of participants choose to purchase a replacement vehicle, citing reluctance to trade in a working vehicle, however old, for an e-bike. About 41 participants chose a mobility option in FY 2024-25, similar to the previous year.

The districts are continuing their outreach and survey efforts to better understand the barriers to using this option and to gather insights into how it can be improved and made more accessible.

Enhanced Fleet Modernization Program

Background

EFMP consists of two component programs: A statewide Scrap-Only program implemented by BAR, and a Scrap-and-Replace program overseen by CARB and implemented by South Coast AQMD and San Joaquin Valley APCD. The Scrap-Only program provides a $1,500 incentive for low-income participants, or those making less than 225% of the Federal Poverty Level (FPL), throughout the State to retire their vehicle at a BAR contracted vehicle dismantler. The Scrap-and-Replace program is offered to low-income residents with incomes less than 400% of the FPL. The Scrap-and-Replace program offers an additional incentive amount, up to $4,500, in addition to the Scrap-Only incentive, toward the purchase of a qualifying newer vehicle. Funding for EFMP comes from a one-dollar surcharge on vehicle registration, which generates approximately $33 million annually. The majority, just over 90%, of the annual EFMP budget goes to BAR to implement the Scrap-Only program. CARB uses the remainder, typically $2.8 million, or less than 10%, to implement the EFMP Scrap-and-Replace program. Historically, South Coast AQMD, and San Joaquin Valley APCD, the two implementing air districts, have evenly split this $2.8 million so that each receives $1.4 million. Because funds have historically been split evenly between the two air districts and used in a similar manner, the performance of the EFMP Scrap-and-Replace program is evaluated as a whole, rather than by each air district.

Historically, both component programs have been oversubscribed; therefore, the primary determinant of participation levels each year was the amount of funding available and the average total cost of each incentive. However, due to recent changes in used-vehicle market conditions, such as low vehicle inventory – especially for used vehicles – and increased vehicle prices, participation in the Scrap-Only program decreased.

Enhanced Fleet Modernization Program Potential Projects

Each fiscal year, a goal is set for the EFMP program. Based on the amount of funding appropriated to each program, a potential number of vehicle replacements that could be completed based on allocated funding is determined. Then, taking into consideration

various factors, such as forecasted available supply and economic conditions, a realistic goal is set for the number of projects that could be funded during the FY. Table G-11 summarizes the potential vehicle replacements (potential projects) for FY 2024-25 and goals for the EFMP Scrap-Only and Scrap-and-Replace programs.

Table G-11: Enhanced Fleet Modernization Program Appropriations, Potential Projects, and Goals for Fiscal Year 2024-25

Enhanced Fleet Modernization Program	Fiscal Year 2024-25 Appropriation (million)	Fiscal Year 2024-25 Potential Projects	Fiscal Year 2024-25 Goals
Statewide Scrap-Only	**$29.5**	**8,000**	**8,000**
South Coast AQMD	$1.4	225	280
San Joaquin Valley APCD	$1.4	225	280
Enhanced Fleet Modernization Program Scrap-and-Replace Total*	**$2.8**	**450**[v]	**560**[vi]

Enhanced Fleet Modernization Program Results for Fiscal Year 2024-25

The performance metric for EFMP is the number of vehicles brought through these programs. Table G-12 summarizes the results for the FY 2024-25 EFMP Scrap-Only and Scrap-and-Replace programs.

Table G-12: Enhanced Fleet Modernization Program Scrap-Only and Scrap- and-Replace Results for Fiscal Year 2024-25 and Goal for Fiscal Year 2025-26

Enhanced Fleet Modernization Program	Fiscal Year 2024-25 Goal	Fiscal Year 2024-25 Actual (Enhanced Fleet Modernization Program Funded Only)	Fiscal Year 2024-25 Actual (Split-Funded)	Fiscal Year 2025-26 Goal
Statewide Scrap-Only	**8,000**	**7,261**[vii]	**n/a**	**5,500**[viii]
South Coast AQMD	225	60	116	225
San Joaquin Valley APCD	225	0	211	225
Enhanced Fleet Modernization Program Scrap-and-Replace Total*	**450**	**60**[ix]	**327**[x]	**450**

The EFMP Scrap-Only projects are funded on a first-come, first-served basis, rather than having funds allocated per region or air district. In FY 2024-25, the EFMP Scrap-Only result of 7,261 vehicles was below the FY 2024-25 goal of 8,000 vehicles. The FY 2025-26 EFMP Scrap-Only retirement goal of 5,500 vehicle retirements is less than the prior year's goal because the Scrap-only retirement incentive has remained static at $1,500 amount while used vehicle prices have increased significantly over the past five years.

The increased value of older vehicles has led more consumers to retain their vehicles or sell them to others (dealers and private parties) for continued use. Between July 2020 and July 2021, the Bureau of Labor Statistics Consumer Price Index for Used Cars and Trucks rose by over 40%,[17] and has remained elevated since that time. The sudden and drastic increase in used-vehicle prices compared to the static incentive amount of $1,500 for EFMP Scrap-Only led to lower than anticipated participation for this program.

The EFMP Scrap-and-Replace goals for this section are calculated assuming all funds will be used within the FY as the sole funding source for replacement projects. However, to maximize program benefits, EFMP Scrap-and-Replace funds are often used for split-fund

[17] *BLS Series ID CUUR000SETA02. Series Title: Used cars and trucks in U.S. city average, all urban consumers, not seasonally adjusted*, U.S. Bureau of Labor Statistics, accessed September 3, 2024, *https://data.bls.gov/timeseries/CUUR0000SETA02?output_view=data*

CC4A projects to maximize incentives for cleaner technologies for participants in overburdened communities. These split-funded projects are included in the CC4A program performance metrics stated above. Air districts will at times fund replacement incentives using only EFMP Scrap-and-Replace funds for participants with household incomes lower than 400% of the FPL ($128,600 for a family of four in 2025) that are not able to qualify for the CC4A program. South Coast AQMD issued 60 such Scrap-and-Replace only incentives for FY 2024-25. San Joaquin Valley APCD issued none such standalone EFMP Scrap-and-Replace only incentives for FY 2024-25, as shown above in Table G-12.

Enhanced Fleet Modernization Program Goals for Fiscal Years 2025-26

The goal for FY 2025-26 for the EFMP Scrap-Only and the EFMP Scrap-and-Replace programs represents the number of vehicles brought through these programs as detailed below.

Statewide Scrap-Only Program

The overall goal of the Statewide EFMP Scrap-Only program is to use all available unused funds to retire older and higher-polluting vehicles. With the FY 2024-25 appropriation of $29.5 million, the program could afford to retire at least 21,000 vehicles. However, the FY 2025-26 practical goal was determined to be 5,500 vehicle retirements due to the elevated used-vehicle prices previously discussed. Any funds not used at the end of the FY remain in the Enhanced Fleet Modification Subaccount and remain available for reappropriation.

With the FY 2024-25 appropriation of $29.5 million, the program could afford to retire at least 21,000 vehicles this FY. However, CARB and BAR staff are setting the practical goal of 5,500 vehicles for Fiscal Year 2025-26. During FY 2024-25, EFMP Scrap-Only participation was expected to decrease due to higher used-car prices. Additionally, BAR anticipated a drop in the number of vehicles that retired from the aforementioned FY 2024-25 goal of 10,000 vehicles to 8,000 vehicles. This is due to the implementation of an increased incentive of HPRRA VR (High Polluter Repair or Removal Account), also known as CAP (Consumer Assistance Program), Vehicle Retirement that was the result of a regulation change that took effect on January 1, 2025. Historically about 65% of the approved low-income Scrap-Only applications qualified for both HPRRA and EFMP retirement and BAR has directed applicants to each program as needed to keep expenditures of both HPRRA and EFMP funds equal. After the new regulations are implemented, BAR will be required to direct qualified applicants to the program with the highest incentive amount. BAR and CARB staff will continue to monitor market conditions and the effect of increased HPRRA incentives and evaluate the need to raise incentive amounts, if needed. If incentive amounts are raised in proportion to recent increases in used-vehicle prices, the number of vehicle retirements would likely increase.

In early 2025, CARB staff worked with BAR to assess whether funds from the FY 2024-25 appropriation of $29.5 million could be used to supplement CC4A. The Board had previously directed staff in November of 2024 to explore all options available to ensure

continued implementation of regional CC4A programs. This led to the Budget Act of 2024 (*Assembly Bill 100*), which redirected funds from the Enhanced Fleet Modernization Subaccount (EFMS) that were previously allocated to the Bureau of Automotive Repair (BAR) for the statewide Scrap-Only Enhanced Fleet Modernization Program (EFMP). Surplus funds of $17 million were reallocated and combined with the prior $2.8 million allocation to further fund the regional CC4A projects that experienced the highest demand. Staff applied the funding formula adopted by the Board last year to the total $19.8 million allocation for the two districts in most need and ultimately allocated $11.7 million to San Joaquin Valley and $7.1 million to the Bay Area. CARB staff will continue to monitor regional projects to ensure funding is available to meet projected demand.

Enhanced Fleet Modernization Program Scrap-and-Replace

As previously mentioned, FY 2024-25 funding for EFMP Scrap and Replace was redirected to further fund the regional CC4A projects that were experiencing the highest demand, so no FY 2024-25 EFMP grants were executed. While the Scrap-and-Replace funding is restricted to the same lower-income levels served by CC4A, it is not limited to either advanced technology replacement vehicles, or to residents of DACs. This provides air districts the flexibility to ensure that they can serve constituents for whom an advanced technology vehicle may not be an adequate replacement. The demand for this flexibility determines if the funding is used to pay a portion of CC4A projects or is attributed to separate EFMP Scrap-and-Replace transactions. If all the funding went to EFMP Scrap-and-Replace transactions, approximately 450 vouchers could have been funded. This is based on the average total cost of each incentive, which is $5,000 (the average includes projects receiving the mobility option of $7,500). Thus, staff determined that a goal of 450 transactions funded in whole or in part by EFMP Scrap-and-Replace funds was an appropriate goal.

Future allocations of EFMP Scrap-and-Replace funds may be broadened to include other air districts, where there may be a greater number of applicants who would be eligible for EFMP Scrap-and-Replace but not CC4A.

Areas for Further Study and Program Improvements

The primary performance metric demonstrates steady program growth for all air districts, and the secondary participant survey metric shows generally positive responses. However, discussions with the air districts and review of the participant surveys have highlighted areas that CARB and the air districts can continue to improve to make the CC4A program more beneficial for participants.

Program data and results over the last few years have allowed staff to identify areas for improvement. Among the data sources are participant surveys, which help highlight issues program participants face when using the program. Participants provided survey feedback regarding difficulties they experienced with car dealerships while finding and purchasing a vehicle. Improved coordination with dealerships by CARB and program administrators will provide opportunities to improve understanding of the source of the difficulties and what

role each party can play to provide the participants with better experiences. Air districts have been submitting participant surveys on a quarterly basis that provide staff with more detailed data so that additional areas of improvement may be identified. CARB will continue to work with air districts to refine and develop a more robust process to obtain qualitative and quantitative survey responses to evaluate program performance. As previously mentioned, staff will also continue to monitor EFMP Scrap-Only Program data to determine if an increase in incentive amounts is necessary.

CARB will continue collaborating with air districts and other stakeholders to further expand mobility options to maximize emission reduction benefits and access to alternate modes of transportation. In addition to increasing the number of mobility options, these efforts will focus on identifying and promoting mobility options in historically overburdened communities most in need of transportation alternatives. CARB will also work to coordinate with other alternative mobility option efforts, such as the planned statewide e-bike Incentive Program, exploring possibilities of incentive stacking or other synergies.

Future Program Activity

ZEVs are essential to California's long-term environmental and equity goals by lowering costs for consumers, expanding access in rural and underserved communities, and accelerating charging infrastructure development. Every person in California deserves to benefit from improved air quality, reduced impacts from climate change, and reliable, convenient access to employment, education, housing, and recreation.

Recent federal actions have introduced significant market uncertainty, including the expiration of federal tax credits and HOV lane access for ZEVs. These changes have undermined consumer confidence and hindered affordability and access to clean technologies, both in California and nationwide. Compounding this challenge, California continues to face a budget deficit, which has constrained the availability of state-level incentives in recent years.

Given this shifting landscape, CARB is planning to bring the Funding Plan to the Board in 2026. This additional time will allow staff to evaluate current program needs, respond to evolving market conditions, and bring forward improved, data-informed recommendations. It is critical that CARB reevaluates priorities to ensure that investments are strategic, equitable, and positioned to drive lasting impact.

CARB has already taken steps to address challenges previously identified in past AB 630 reports, such as limited geographic participation, program complexity, and external cost pressures. Staff continue to monitor factors such as vehicle pricing, income verification, and program alignment. Proposed updates for FY 2025–26 include aligning eligibility criteria, standardizing scrappage vehicle model years, setting a universal price cap, creating a single statewide dealer list, and establishing consistent program closure procedures. CARB is also exploring mechanisms for implementing changes outside of the annual Funding Plan process to enable more agile responses to market dynamics.

Driving Clean Assistance Program

At the time of this report, CHDC has rolled out DCAP and has opened services to all areas of the State, providing CC4A incentives outside the Regional CC4A programs and providing support to Regional CC4A areas by providing a non-scrap option. Prior to opening statewide, DCAP was available to selected areas of the state as demonstrated by Figure G-9. This rolling approach enabled CHDC to maintain a high-touch approach for participants and utilize a hub-and-spoke outreach model to preserve community trust and empower local community-based organizations to develop and foster partnerships. CARB and CHDC continue to collaborate with air districts, stakeholders, and other agencies to strengthen programs where possible and to continue conducting outreach in historically overburdened communities. The aim of this effort is to make it easier for potential program participants to apply for such programs and to reduce the amount of work they need to complete to participate in the programs. CARB will continue to coordinate with such organizations as *Access Clean California* and CARB's *Clean Vehicle Assistance Program* to leverage resources and make it easier for program participants to take advantage of incentive funding opportunities.

One such effort is DCAP's support of the San Diego APCD's CC4A program. San Diego APCD launched its CC4A program in March 2024, coinciding with DCAP's statewide launch. However, due to limited capacity, San Diego's CC4A program focuses its incentives within its DACs before opening to the rest of its jurisdiction. As such, DCAP and San Diego program staff are piloting a partnership that enables DCAP to provide access to its incentives and services as San Diego continues to build capacity. Without this partnership, potential participants living within San Diego's jurisdiction, but not within a DAC, would not have access to either a San Diego CC4A incentive or a DCAP incentive, leaving out entire communities.

CARB staff have identified these five program alignment topics to be essential to bringing clarity to the projects and better meeting expectations of consumers while expanding consumer protections and concentrating incentives to those who need it the most. Additional information regarding these proposals can be found through several workgroups beginning *July 10, 2025.*

Not only is DCAP working to preserve access to incentives and continued services, but it also because it provided an opportunity for Regional CC4A administrators to enter a bulk buy of charge cards, streamlining processes and reducing administrative costs. To date, Sacramento Metropolitan AQMD is participating in this partnership.

Charging Infrastructure and Charging Cards

CARB continues to recognize that the lack of widespread EVSE infrastructure is a significant barrier to expanding the CC4A program statewide. CC4A works with another California program, *Access Clean California*, to address this challenge. Access Clean California offers a centralized application tool that enables consumers to determine eligible programs and help them kickstart their application. Access Clean California also highlights other programs,

such the Financing Assistance program, which offer charging benefits and work with energy providers to include charging and/or infrastructure opportunities and programs within its outreach materials.

CARB continues to explore potential avenues within the CC4A program to increase the uptake of EVSE infrastructure incentives at residences by program participants. This may include greater support of prepaid charging cards, which will provide opportunities for residents who are unable to install EVSE at their primary residence. Funding amounts for installing EVSE infrastructure at one's home could also be increased to attract more applicants to this incentive option. Another option would be for air districts to partner, or continue to partner, with utility companies to leverage combined funding to make EVSE installations more affordable. Air districts could also contract, or continue to contract, with EVSE installers to simplify and streamline the application and installation process for program participants. CARB will continue to collaborate with other State agencies to increase EVSE infrastructure.

Statewide, the California Energy Commission (CEC) and the California Department of Transportation plan to increase EVSE infrastructure with 250,000 public and shared private EV chargers by 2025, and forecast the need for 1.2 million chargers by 2030 for light-duty vehicles. Through the CC4A program, some air districts have already begun enacting new processes to direct participants toward EVSE installations. Sacramento Metropolitan AQMD developed new processes with the Sacramento Municipal Utility District to increase outreach to eligible CC4A participants and leverage combined funding to make EVSE installations more affordable. They now provide a more realistic timeline for home charger installation, accounting for permitting delays and the Electrical Vehicle Infrastructure Training Program (EVITP) certification bottleneck. Grantees are also informed that failure to follow the required contact protocol will result in forfeiting their EVSE benefit. San Joaquin Valley APCD developed contracts with installers to simplify and streamline the application and installation process for participants. San Diego APCD has also increased the number of eligible EVITP certified EVSE installers in their program.

Outreach and Education

Outreach and education are vital components of the program, as they serve to inform, engage, and motivate potential participants to apply for our various incentive programs. Additionally, effective outreach allows programs to reach the intended audience, ensuring inclusiveness and maximizing participation and impact as well as gathering feedback from participants that will help CARB address any barriers that participants or the public may be facing. Providing sufficient education about the program also helps participants understand its objectives, eligibility criteria, and potential benefits, empowering them to make informed decisions. Both outreach and education contribute to fostering trust and transparency, which is invaluable when working with communities that have been underserved.

CARB is committed to continued engagement with communities to better understand any challenges and what can be done to meet the needs of participants. CARB currently engages in workshops to present on current and upcoming CARB programs and has

improved current surveys available to all participating districts, as well as other methods to better current programs.

Additionally, the five participating air districts and DCAP have actively engaged in various outreach activities to promote the CC4A program. Activities that air districts engaged in include, but are not limited to, the following:

- Targeted outreach events
- Targeted ads (Commercials, radio, etc.)
- Social media
- Translating materials
- Developing resource materials
- Targeted outreach (emails, phone calls, mailers, surveys, etc.)
- Presentations

As of January 1, 2023, and under the direction of SB 1382, (Gonzalez, Chapter 375, Statutes of 2022), CARB is required to coordinate with implementing air districts and community-based organizations to identify barriers to participation as well as provide an assessment regarding the effectiveness of outreach programs. Surveys to participants have been altered to receive responses regarding program satisfaction as well as areas to improve the program. Some barriers that have been identified through survey responses are increased vehicle prices and decreased vehicle availability, issues finding EVSE-certified installers, charger availability, and technological anxieties. In addition to program survey data, CARB also conducted a baseline analysis using CalEnviroScreen 4.0 of factors such as linguistic isolation, poverty, and ethnicity, and will continue to analyze this data in upcoming years to determine if there are any additional barriers to program participation

To streamline and standardize outreach information that CARB gathers from air districts, CARB implemented a template to gather outreach and education information from air districts that will be collected on a quarterly basis. This will identify the targeted groups and identify any barriers to participation while also providing an overview of the effectiveness of the outreach programs.

Alongside directing CARB to conduct data-driven analyses to determine the effectiveness of targeted outreach, SB 1382 also allows vehicles that were either purchased or leased to CC4A participants to have a partial sales tax exemption effective January 1, 2023. All participating air districts are currently implementing this new requirement. The California Department of Tax and Fee Administration has also provided flyers that are to be distributed to these dealerships as a resource. This has also been updated in contracts between air districts and their participating dealerships.

Conclusion

The State must continue reducing vehicle emissions to meet national air quality standards, fulfill State goals, and fight climate change. ZEV programs are essential to protecting public health, meeting clean air goals, and essential to ensure continued momentum toward

achieving the State's ZEV goals. CC4A and DCAP continues to make significant progress in providing equitable access to clean transportation options for people living in low-income and overburdened communities in California. Transportation equity contributes toward closing the socioeconomic gaps caused by generations of economic and health disparities and is essential to achieving California's air quality and climate goals.

The CC4A program has continued to experience high application volumes since reopening in late 2021, despite fluctuating vehicle market conditions. DCAP has since been implemented and is currently accepting applications statewide, providing options for both scrap and non-scrap incentives. The closure of the CVRP program and the removal of the $7,500 federal tax credit are expected to increase demand for CC4A and DCAP in the coming years.

Consistent, predictable funding is essential for the long-term success of CC4A and DCAP, as budget cuts and resource gaps risk halting progress and deepening existing disparities. While no funding was allocated to CC4A for FY 2025-26, CARB staff continue to collaborate with air districts and stakeholders through the public process in monitoring both regional projects and statewide projects to ensure funding is available to meet projected demand. CARB will also prioritize engagement with community members, grassroots CBOs, and stakeholders, to ensure that the program meets the needs of overburdened communities.

CARB will continue to identify areas for program improvement and collaborate with air districts and stakeholders to propose changes to program guidelines in air district programs, and statewide, as needed. Some changes may be implemented by air districts through modification of air district implementation plans, and some will be formally proposed and finalized through the annual Clean Transportation Incentives Funding Plan process.

This annual AB 630 Report remains an important element of CC4A because it provides program oversight of participation goals and accounts for participant and stakeholder input for overall program refinement. The participation goals established in this document reflect staff's expectation of continued program growth in FY 2024-25, especially with the growth of the somewhat newer programs in the Bay Area air district, the launch of the program in the San Diego APCD, and the Driving Clean Assistance program. CARB will continue to evaluate each air district's progress toward these goals at the end of each fiscal year and make the results available on our website. Staff will also begin to evaluate the DCAP program once data is collected for that portion of the program, likely beginning with the FY 2025-26 AB 630 Report. Staff will also provide a mid-year update per the budget reporting requirements identified in SB 156 further described on page G-6.

CC4A remains an important component of California's robust equity incentives portfolio. It is important for CARB to continue to collaborate with air districts and stakeholders to develop ways to improve CC4A's reach to the populations that need it the most. Additionally, continuous effort to recognize and increase the co-benefits that program participants can realize through these incentives are also essential to maximize the overall value and benefits of the program. CARB staff looks forward to continued collaboration with air districts and

stakeholders on this work that ensures CC4A's growth and success toward helping achieve California's equity, clean transportation, air quality, and climate protection goals.

Appendix A: Minimum Required Participant Survey Questions[18]

Initial Survey Questions[19]

1. First Name
2. Last Name
3. CC4A[20] ID
4. Email
5. Home address
6. Age
7. Race[21]
8. Ethnicity[22]
9. Gender[23]
10. How did you hear about the Program?
11. CC4A has a vehicle replacement program and a mobility program. The vehicle replacement program retires your current vehicle for funds to help purchase or lease a new or used vehicle. The mobility program retires your current vehicle and provides you with funds for other mobility options like public transit or an e-bike. Are you interested in vehicle replacement?
12. What technology would you have purchased without the program?
13. What body style would you have purchased without the program?
14. When would you have purchased a vehicle without the program?
15. What is your primary motivation for getting a replacement vehicle?

[18] Many of these questions are multiple choice. Answers to these are not currently displayed.
[19] Surveys questions are dependent on participant responses. For example, if a participant selects that they are interested in only vehicle replacement options, then questions regarding mobility would not be displayed.
[20] District-administered programs may or may not have a unique identifier for participants.
[21] While mandatory, this question has an option for other.
[22] While mandatory, this question had an option of not Hispanic or Latino.
[23] While mandatory, this question had a prefer not to say option

16. CC4A has a vehicle replacement program and a mobility program. The mobility program retires your current vehicle and provides you with funds for other mobility options like public transit or an e-bike. Are you interested in the mobility program?
17. What are the primary forms of transportation you would use after receiving the mobility program funds?
18. Do you have another vehicle you could use if your current vehicle is retired?
19. If there is anything else you would like to share, please do so here.

End Before Approval[24]

1. First Name
2. Last Name
3. CC4A[25] ID
4. According to our records, you did not complete your application to CC4A, why did you not complete your application?[26]
5. Why do you not qualify?
6. Which documentation were you unable to provide?
7. Why were you unable to provide the documentation?
8. Why are you no longer interested in the program?

End after Approval[27]

1. First Name
2. Last Name
3. CC4A ID
4. Our records show you were approved for CC4A but did not buy or lease a vehicle through the program. Did you buy or lease a vehicle without the program?
5. What was the main reason to buy or lease a vehicle outside of the program?
6. Which program changes would have made it easier to buy or lease a replacement vehicle through the program?

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[24] To be administered to participants who ended the application before application has been approved.
[25] District-administered programs may or may not have a unique identifier for participants.
[26] Questions 5-8 will show depending on participant answer in question 4.
[27] To be administered to participants whose application have been approved but have not yet purchased a vehicle.

7. What was the main reason you did not buy a vehicle through the program?
8. What program changes would have made it easier to buy or lease a replacement vehicle through the program?
9. If there is anything else you would like to share, please do so here.

Time of Purchase Survey[28]

1. First Name
2. Last Name
3. CC4A ID
4. What were the most challenging aspects of the program?
5. Was the dealer knowledgeable about the program process?
6. Were you excluded from any pricing promotions due to participating in the program? For example, could not receive time-sensitive discounts.
7. Do you have any suggestions for how the program can be improved beyond items listed above?
8. What technology is your replacement vehicle?
9. Are you aware of the additional electric vehicle service equipment (EVSE) reimbursement, portable charger (if available), or pre-paid charging card incentive?
10. Do you intend to participate in the EVSE or portable charger (if available) program?
11. If there is anything else you would like to share, please do so here.

12, 24, 30-Month Surveys

1. First Name
2. Last Name
3. CC4A ID
4. Do you still own or lease your replacement vehicle?
5. What is your replacement vehicle's current odometer reading?
6. Have your job opportunities increased due to participating in the program?[29]

[28] To be administered to participants who have successfully completed and application and have purchased/leased a vehicle.
[29] This question is not required.

7. If you have improved job opportunities or salary increases due to the program, you can provide more details here if you like.[30]
8. Do you expect to keep up with your loan on your replacement vehicle?[31]
9. Why do you not expect to keep up with your loan?
10. Is the replacement vehicle meeting your needs?
11. How is the replacement vehicle not meeting your needs?
12. Has your replacement vehicle needed any major repairs, excluding regular maintenance (tire or fluid changes) or collisions?
13. Approximately what is the cost of repairs?[32]
14. Has your replacement vehicle had any majority reliability issues?
15. What was the nature of the reliability issue?
16. Did you have difficulty finding a mechanic to work on the vehicle because of its technology (battery electric vehicle/hybrid electric vehicle)?
17. Approximately how many days were you unable to use your vehicle due to the reliability issues you mentioned above?
18. What technology is your replacement vehicle?
19. Are you aware of the electric vehicle service equipment (EVSE) reimbursement or portable charger incentive component of the program?
20. Did you participate in the EVSE or portable charger program?
21. What are the primary reasons you will not participate in the EVSE or portable charger program?
22. Do you anticipate any of the following challenges to participating?[33]
23. If there is anything else you would like to share, please do so here.

Acronym List

AB – Assembly Bill

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[30] This question is not required.
[31] Subsequent questions are dependent on participant response.
[32] This question is dependent on participant response in Question 12.
[33] There are a variety of answers relating to EVSE challenges which include but are not limited to permitting, availability, inability to afford electricity, and maintenance of the equipment.

APCD – Air Pollution Control District

APCF – Air Pollution Control Fund

AQIP – Air Quality Improvement Program

AQMD – Air Quality Management District

BAAQMD – Bay Area Air Quality Management District

BAR – Bureau of Automotive Repair

BEV – Battery Electric Vehicle

CARB – California Air Resources Board

CAP – Consumer Assistance Program

Carl Moyer Program – Carl Moyer Memorial Air Quality Standards Attainment Program

CC4A – Clean Cars 4 All

CHDC – Community Housing Development Corporation

CVAP – Clean Vehicle Assistance Program

CVRP – Clean Vehicle Rebate Project

DAC – Disadvantaged Communities

DCAP – Driving Clean Assistance Program

EFMP – Enhanced Fleet Modernization Program

EFMS - Enhanced Fleet Modernization Subaccount

EO – Executive Order

EV – Electric Vehicle

EVITP – Electrical Vehicle Infrastructure Training Program

EVSE – Electric Vehicle Supply Equipment

FPL – Federal Poverty Level

FY – Fiscal Year

GGRF – Greenhouse Gas Reduction Funds

GHG – Greenhouse Gas

HPRRA – High Polluter Repair or Removal Account

LCTI – Low Carbon Transportation Investments

LIC – Low-income Community

NOx – Oxides of Nitrogen

PHEV – Plug-in Hybrid Electric Vehicle

PM – Particulate Matter

SB – Senate Bill

SCAQMD – South Coast Air Quality Management District

SJVAPCD – San Joaquin Valley Air Pollution Control District

SMAQMD - Sacramento Metropolitan Air Quality Management District

SDAPCD – San Diego Air Pollution Control District

SNAP – Supplemental Nutrition Assistance Program

VR – Vehicle Retirement

VW – Volkswagen

ZEM – Zero-emission Motorcycle

ZEV – Zero-emission Vehicle