



Public Hearing to Consider Guidelines for the Clean Cars 4 All & Enhanced Fleet Modernization Programs

July 26, 2018

Today's Presentation

- Background
- Proposed Regulation
 - Clean Cars 4 All
 - EFMP
- Recommendation



Assembly Bills 630 & 188

- AB 630 (Cooper) establishes Clean Cars 4 All, codifying EFMP Plus-Up as stand-alone program
- Requires increased coordination with other GGRF incentive programs
- Adds annual goal-setting, performance assessments and reporting
- AB 188 (Salas) Adjust fuel economy eligibility threshold for pick-up truck replacement vehicles

Clean Cars for Underserved Communities

- Successful pilot programs launched in July 2015
- \$110 million allocated to date
- Expanding to two new air districts in 2018/19
- Integration with One-Stop-Shop and Financing Assistance



Scrap & Replace Guiding Principles

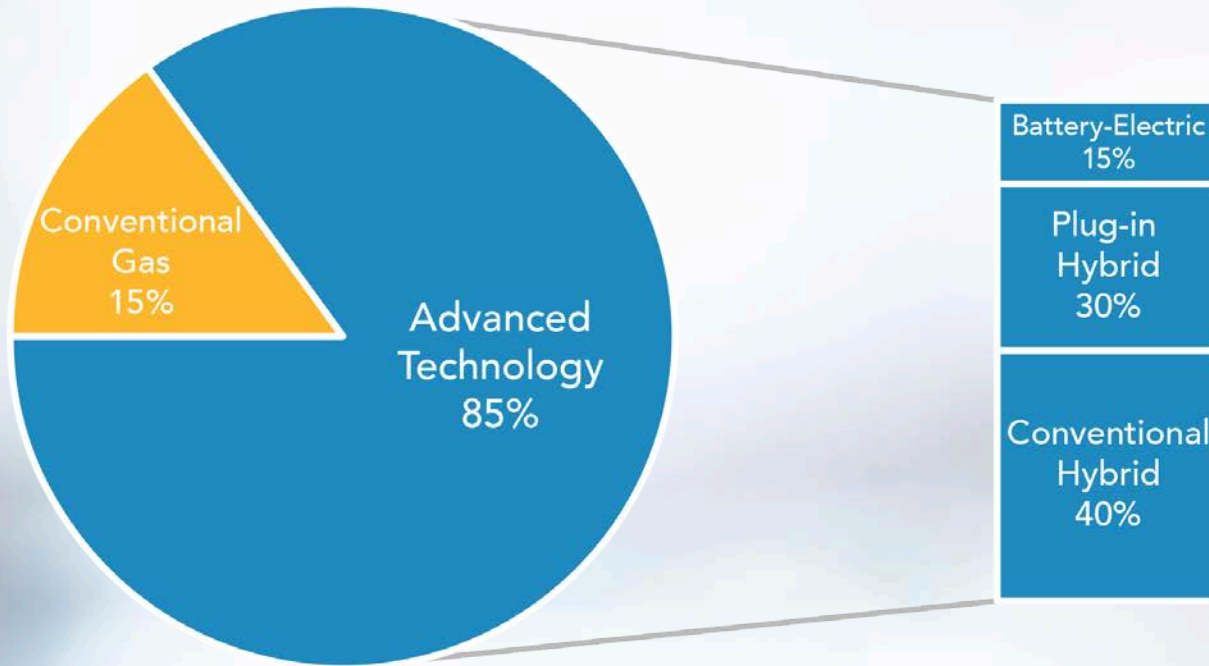
- Increase access for lower-income and disadvantaged communities to cleaner, advanced technology cars
- Flexibility for local implementation
- Focus on community-based outreach
- Provide consumer protections and education



Scrap & Replace Incentives

- Incentives from \$2,500 to \$9,500 depending on household income and replacement vehicle choice
 - Must live in or near disadvantaged community for EFMP Plus-Up
- Participants must earn less than 400 percent of Federal Poverty Level
- Incentives also available for alternative transportation, such as car sharing or public transit

Over 3,500 Vehicles Replaced



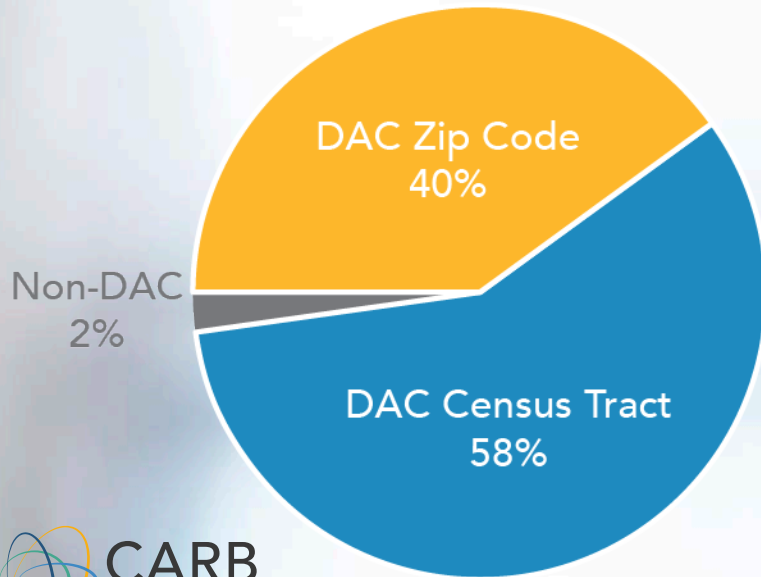
Benefits to Low-Income & Disadvantaged Communities

- Program currently available to 70% of State population living in or near a DAC
- Participants gain access to newer, cleaner and more reliable transportation
- On average, replacement vehicle is 18 years newer and more than twice as fuel efficient

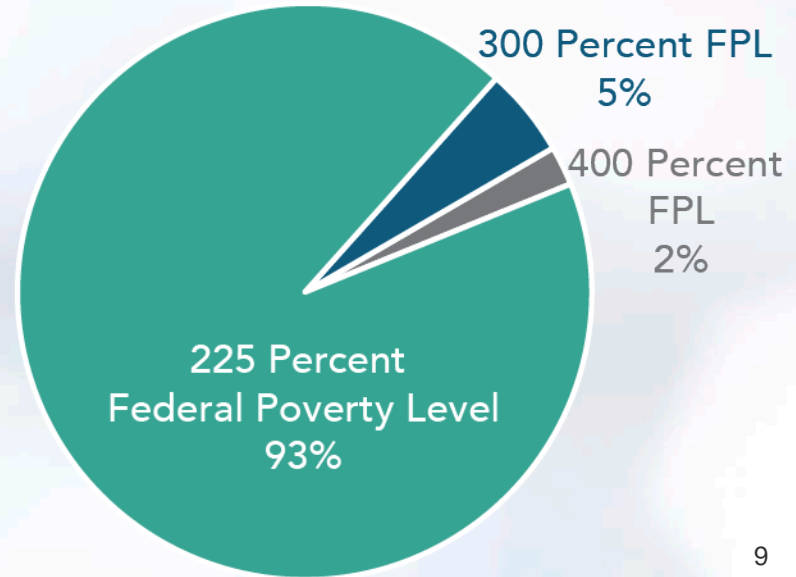
Low-Income & Disadvantaged Community Investment

Participants have received incentives totaling \$26 million

Funds Going to DACs



Funds Going to Lowest Income Group



Lessons Learned

- Participation rates must increase to meet funding
- Intricate program for air districts to implement
 - Staff working with air districts to determine appropriate level of support
- Opportunities for program integration
 - One-Stop-Shop and Financing Assistance
- Little demand for alternative mobility option so far
- Flexibility for local implementation key to success

Proposal

- No changes to BAR's EFMP Scrap-only
- Continue framework of EFMP Plus-Up pilot
 - Emphasis on low-income and DACs
 - Focus on consumer protections and education
- Flexibility to adjust program requirements
 - Facilitates coordination with other incentive programs
- CARB and air districts set annual goals
- Increase incentives for alternative mobility option
- Greater flexibility to scrap/replace pickup trucks

Staff Recommendations

- Adopt formal guidelines for Clean Cars 4 All
 - Builds on success of pilot project
 - Flexibility to adjust detailed program requirements
 - Coordination across incentive programs
 - Annual goal-setting and assessments
- Adopt updates to existing EFMP program
- Staff will continue to monitor each district's progress and expand to new air districts