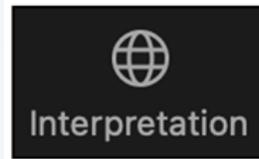


Welcome! ¡Bienvenidos!

Simultaneous interpretation is being provided – English speakers may need to select English as their language.

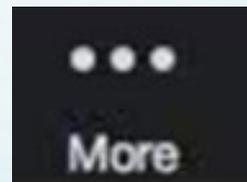
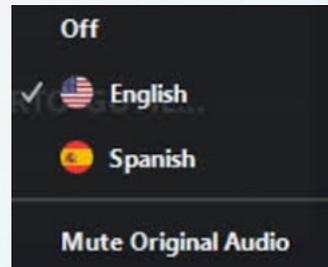
Accessing Zoom from a computer

- Click the globe icon located at the bottom of the screen
- Choose **English**



Accessing Zoom from a smart phone

- Click the **3 dots (more)** on the bottom right side of the screen
- Choose **Language Interpretation**
- Choose **English**
- Press **Done** on the top right side of the screen



Interpretación simultánea al español disponible – los hispanohablantes deben seleccionar su idioma.

Entrando a Zoom por computadora

- Haga clic en el símbolo del globo terráqueo en la parte inferior de la pantalla
- Selecciona **Español**
- Apague el **Audio Original** (para solo escuchar una voz)

Entrando a Zoom por un teléfono inteligente

- Haga clic en los **3 puntos** encima de la palabra **more o más** en la parte inferior derecha de la pantalla
- Selecciona **Interpretación**
- Selecciona **Español**
- Haga clic en **Done** o **Finalizar** arriba y de lado derecho de la pantalla



Status Update Work Group Meeting: Clean Cars 4 All and Driving Clean Assistance Program

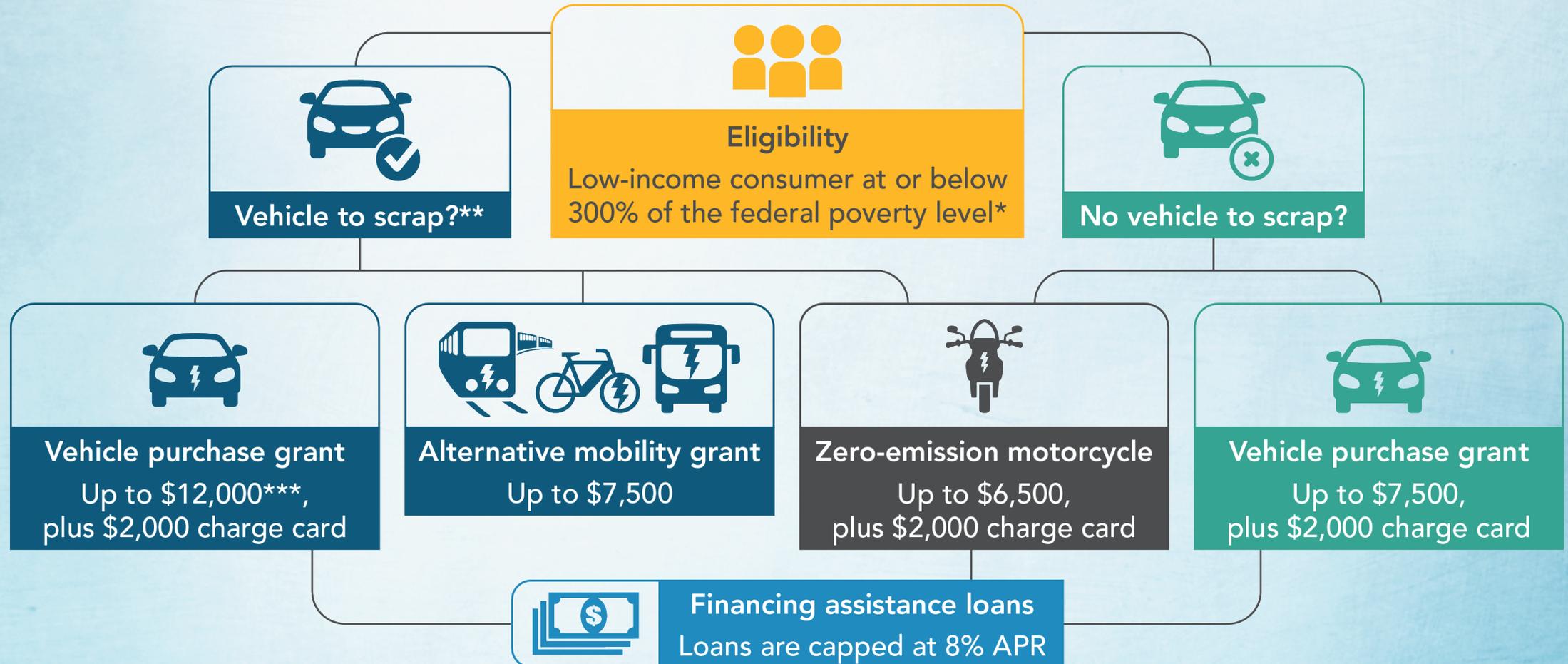
Public Workgroup Meeting
September 10, 2024

Today's Agenda

Time	Session
1:00 - 1:05 p.m.	Introduction
1:05 - 1:10 p.m.	Driving Clean Assistance Program (DCAP) Update
1:10 - 1:15 p.m.	District Clean Cars 4 All (CC4A) Update
1:15 - 1:45 p.m.	CC4A Allocation Formula
1:45 - 2:15 p.m.	Discussion and Q&A
2:15 - 2:30 p.m.	Light-Duty Vehicle Eligibility
2:30 - 2:55 p.m.	Discussion and Q&A
2:55 - 3:00 p.m.	Wrap Up and Next Steps

Driving Clean Assistance Program (DCAP) Update

Driving Clean Assistance Program Scenarios



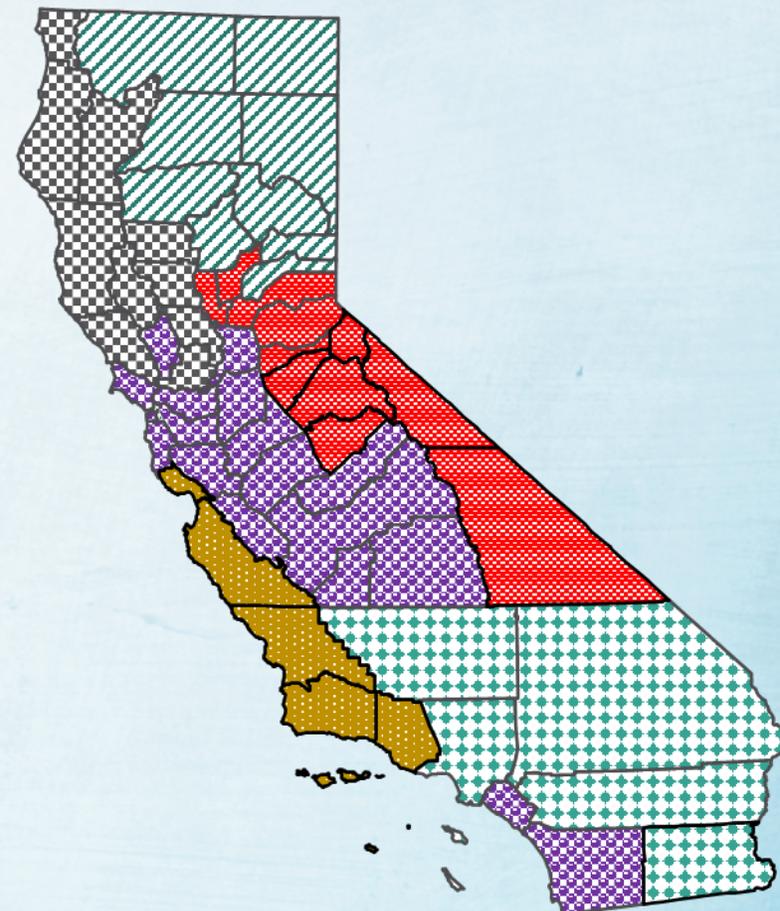
* Based on 2024 federal poverty level guidelines. This number is subject to change annually.

** 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.

Where is DCAP now?

- Focused on launch in Imperial Valley, opening in September.
- Will be a regional rollout, focusing on areas that have not had access to CARB's suite of incentive programs.
- No funding allocated for DCAP for FY 24-25. Still has funding from prior fiscal years.



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- September 2024
- Q1 2025
- December 2024
- January 2025
- October 2024
- November 2024

Portions of some counties maybe under the jurisdiction of an air district currently operating a Clean Cars 4 All program.

District Programs Updates

- 4 District Programs are open and accepting applications.
 - San Joaquin Valley Air Pollution Control District's CC4A program is currently closed. Grant amendment for additional funding has since been released.
- All District Programs except for San Diego have expanded to include all areas in their jurisdiction.
- All District Programs have begun implementation of higher incentive amounts (Up to \$12,000).

Allocation Formula Guiding Principle



Ensure consistent and predictable funding



Use data-based metrics to determine capacity and predict growth



Account for current and future market conditions



Solicit public input on metrics and methodology

Formula Used in 2023

Baseline

50%

10% to each program

Program Success

30%

10% to each program that exceeds 1,000 projects annually

Population Share

20%

Eligible Population, Older Vehicles, Poverty Population,
and Disadvantaged Community (DAC) Population

FY 23-24 Allocation

Program	Baseline	Program Success	Population Share	Allocation Total
SCAQMD	10%	10%	12%	32%
SJVAPCD	10%	10%	4%	24%
BAAQMD	10%	10%	4%	24%
SMAQMD	10%	-	-	10%
SDAPCD	10%	-	-	10%
Total	50%	30%	20%	100%

New Formula Proposal

DAC and Poverty Population	22.5%
Older Vehicle Population	22.5%
Air Quality Severity	22.5%
Program Success	22.5%
Extreme Nonattainment	10%

DAC & Poverty Population

DAC Population is calculated by identifying each district's share of the total population living in a disadvantaged community

Poverty Population is calculated by identifying each district's share of the total population that is living on less than 200% the Federal Poverty Level.



The funding allocation for this metric is then divided up based on the average share of DAC and Poverty Population.



Older Vehicle Population

Older Vehicle Population is calculated by identifying each district's share of the total population of vehicles that have a model year between 1990 and 2007.

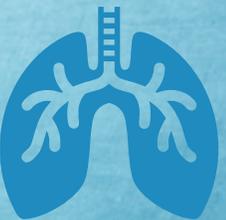
The funding allocation for this metric is then divvied based on the share of older vehicles.



Air Quality Severity

Air Quality severity is calculated by adding up each air district's classification points for Ozone (score of 1-7) and for Diesel Particulate Matter (PM2.5) (score of 0 or 1).

The funding allocation for this metric is then divvied up based on the share of Ozone and PM2.5 classification points.

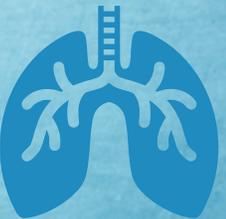


Program Success

Program Success is calculated based on the successful rollout of funds and how successfully a program funds projects in DACs.



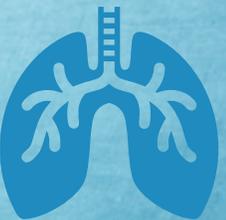
The funding allocation for this metric is then divided up based on the average share of funding spent in last year and projects funded in DACs.



Extreme Nonattainment

Extreme Nonattainment is calculated based on if an air district is designated as extreme Nonattainment.

The funding allocation for this metric is then divided up evenly between those districts.



Example Allocation

Program	DAC & Poverty Population	Older Vehicle Population	Program Success	Air Quality Severity	Extreme Nonattainment	Total Allocation
SCAQMD	12%	10%	4%	2%	5%	33%
SJVAPCD	4%	2%	9%	2%	5%	22%
BAAQMD	2%	4%	3%	0%	-	10%
SMAQMD	1%	1%	3%	1%	-	5%
SDAPCD	1%	2%	4%	1%	-	8%
DCAP	2%	4%	0%	16%	-	22%
Total	23%	23%	23%	23%	10%	100%

(Totals don't add up perfectly due to rounding up)

Comments and Questions



Use the raised hand function (#2 if calling in by phone)



Please state your name and affiliation before asking a question or making a comment.



You may also email questions to cleantransportationincentives@arb.ca.gov



Light-Duty Vehicle Eligibility

New Vehicle Eligibility List for Purchase Incentive Programs

Why Have an Eligibility List for CARB Programs?

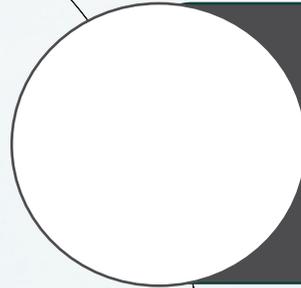
- Protect the public and its investments
- Ensure CARB is paying for quality electric vehicles
- Incentives only approved for Original Equipment Manufacturer (OEM) produced vehicles
- Ensure that “new” vehicles are new vehicles not remanufactured or used vehicles
- Verifies OEM warranties
 - Roadside assistance, dealer trained mechanics, parts to repair the vehicle
- Creates alignment in requirements for new vehicle purchases and leases
 - Used for all CARB light-duty vehicle purchase incentive programs

New Vehicle Eligibility List for Purchase Incentive Programs - Vehicle Eligibility Criteria

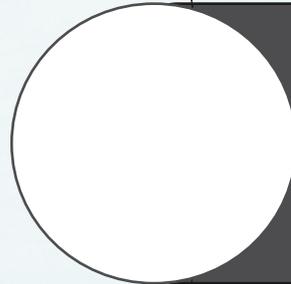
- CARB approved/certified (new zero-emission or Plug-in Hybrid Electric Vehicles as defined in the California Zero Emission Vehicle Regulation*
- Meet prescribed performance, emissions, service, and warranty thresholds
 - Plug-in Hybrid Electric Vehicles must have greater than or equal to 30 miles EPA range on electricity alone
 - Completion of emissions testing
 - A minimum 36-month manufacturer warranty covering vehicle drive train, including energy storage system or battery pack
- New vehicles must be new as defined in California Vehicle Code Section 430.
- Base Manufacturer Suggested Retail Price (MSRP) for the following vehicle categories, based on United States Environmental Protection Agency class:
 - Base MSRP of < \$60,000 for vehicles under the Large Vehicles category.
 - Base MSRP of < \$45,000 for vehicles under the Cars category.
 - Fuel-Cell Electric Vehicles not subject to MSRP cap requirements

Vehicle Evaluation Process

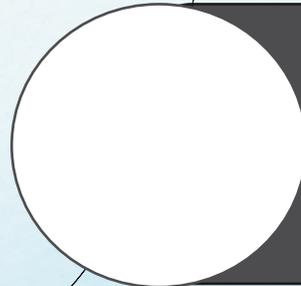
The CARB Vehicle Eligibility Team evaluates applications to verify



There is a CARB Executive Order for the vehicle



The vehicle's performance, emissions, service and warranty are in line with CARB's requirements



The vehicle has at least one trim at or below the MSRP cap for the vehicle's category

List of Eligible Current and 2025 Model Year New Vehicles

Plug-In Hybrid Electric Vehicles

Model Year	Manufacturer	Make & Model
2024	Chrysler	Pacifica
2024	Hyundai	Tucson PHEV
2024	Kia	Niro PHEV
2024	Kia	Sorento PHEV
2024	Kia	Sportage PHEV
2024	Toyota	Prius Prime
2024	Toyota	RAV4 Prime

Battery Electric Vehicles

Model Year	Manufacturer	Make & Model
2024	Audi	Q4 e-tron
2024	Audi	Q4 e-tron Sportback Quattro
2024	Cadillac	Lyriq
2024	Chevrolet	Equinox EV
2024	Chevrolet	Blazer EV
2024	Hyundai	Ioniq 5
2024 & 2025	Hyundai	Ioniq 6
2024	Hyundai	Kona EV
2024	Kia	EV9
2024	Kia	Niro Electric
2024	MINI	Cooper SE
2024	Nissan	LEAF
2024	Nissan	LEAF Plus
2024	Toyota	bZ4X
2024	Volkswagen	ID.4

Zero-Emission Motorcycles

Model Year	Manufacturer	Make & Model
2024	LiveWire	S2 Del Mar
2024	LiveWire	S2 Mulholland
2024	Zero	DS
2024	Zero	DSR
2024	Zero	DSR/X-ZF17.3
2024	Zero	FX
2024	Zero	FXE
2024	Zero	S
2024	Zero	SR
2024	Zero	SR/F
2024	Zero	SR/S

Current Models In the Queue:

- 2025 Hyundai Kona, & Sportage
- 2024 Mercedes Benz EQB250+EQB30-4M

Discussion and Q&A Session

Comments and Questions



Use the raised hand function (#2 if calling in by phone)



Please state your name and affiliation before asking a question or making a comment.



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Wrap-Up and Next Steps

Next Steps

- CARB staff to incorporate feedback received for the CC4A Allocation Formula into the Funding Plan.
- CARB staff and CHDC to focus and ensure that DCAP launches and is operational.
- CHDC and CARB to continue collaboration with program partners, stakeholders and Districts for regional implementation.

Contact Us

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<https://drivingcleanca.org/>