Public Workshop:
Guidelines for Clean Cars 4 All and Enhanced Fleet Modernization Programs

February 6, 7 & 13, 2018
Today’s Presentation

- Introduction and background
- Legislation
- Program coordination
- Guideline updates
- Next steps
- Air District presentation
What is EFMP?

• Voluntary car scrap program with two components
• Retirement-only implemented by BAR statewide
• Scrap and Replace overseen by CARB and implemented locally
  • Includes EFMP Plus-Up
  • Pilot programs launched in South Coast and San Joaquin Valley air districts in July 2015
  • Expanding to new air districts in 2018
Retire and 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
• Older, dirtier vehicles scrapped at BAR dismantlers
How does EFMP work?

- **Consumer Applies**
  - **Functional Vehicle Income Eligible**
    - No → **Not Eligible**
    - Yes → **DAC?**
      - No → **EFMP** $4500 Max
      - Yes → **EFMP Plus-Up** $9500 Max

- **Consumer Education & Protections**
  - **Purchase Replacement Vehicle**
  - **Scrap Old Vehicle**
## Scrap and Replace Incentives

<table>
<thead>
<tr>
<th>Income Eligibility</th>
<th>Eight Years Old or Newer</th>
<th>Alternative Transportation Mobility Options</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Hybrid Electric Vehicle</td>
<td>Plug-In Hybrid And Zero-Emission Vehicle</td>
</tr>
<tr>
<td></td>
<td>20+ MPG* (Combined)</td>
<td>35+ MPG (Combined)</td>
</tr>
<tr>
<td>Low Income ≤225% FPL</td>
<td>$6,500</td>
<td>$7,000</td>
</tr>
<tr>
<td>Moderate Income ≤300% FPL</td>
<td>Not Available</td>
<td>$5,000</td>
</tr>
<tr>
<td>Above Moderate Income ≤400% FPL</td>
<td>Not Available</td>
<td>Not Available</td>
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</tbody>
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Program Achievements

- Over 2,900 vehicles replaced through December 31, 2017
Assembly Bill 630/188

• Establishes Clean Cars 4 All (CC4A)
  • Codifies EFMP Plus-up
  • Reinforces success of current framework
  • January 1, 2019 deadline to update guidelines

• Increase coordination with other GGRF incentive programs
  • Annual goal-setting and reporting
  • Increase consumer education

• Adjusted fuel economy standards for pick-up truck replacement vehicles
Program Coordination

• Develop process regulation to align with other incentive programs
  • Allows program to be more responsive to stakeholder needs

• Collaborate with other programs
  • One Stop Shop
  • Financing Assistance
  • EFMP Retirement

• Coordinate State and Local Outreach efforts
Clean Cars 4 All

• Continue success of existing program
  • Flexibility for local implementation
  • Support involvement of community-based organizations
  • Focus on benefitting low-income and disadvantaged communities
  • Emphasis on consumer protections and education
  • Same tiered incentive structure

• Program improvements to reinforce guiding principles
Opportunities to Improve

• Staff identified several opportunities for CC4A to improve on the current program
  • Strengthen consumer protections
  • Expand eligibility for electric vehicle supply equipment
  • Minimum buy-in for participants
  • Promote alternative mobility option
Next Steps

• Draft final proposals
  • Proposed process regulation
  • Guidelines for CC4A and EFMP

• Public workgroup(s) to solicit further input

• Coordinate with developing pilot programs

• July 2018 Board Hearing
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