

Dirty air from vehicles makes tens of thousands of Californians sick, costs us billions in avoidable health costs, and causes twice as many deaths as traffic related accidents.

STEERING COMMITTEE

Bill Magavern
Coalition for Clean Air
bill@ccair.org
916-527-8051

Bahram Fazeli
Communities for a Better Environment
bfazeli@cbeocal.org
323-826-9771

Michelle Kinman
Environment California
michelle@environmentcalifornia.org
310-621-8935

Alvaro Sanchez
The Greenlining Institute
alvaros@greenlining.org
510-926-4018

Max Baumhelfner
Natural Resources Defense Council
mbaumhelfner@nrdc.org
415-875-6100

Charging Ahead to One Million Electric Vehicles for All Californians

The Charge Ahead California campaign is a coalition of environmental justice, equity, and environmental groups (Coalition for Clean Air, Communities for a Better Environment, Environment California/Environment California Research & Policy Center, The Greenlining Institute, and the Natural Resources Defense Council) working to place one million light, medium, and heavy-duty electric vehicles (EV) on California's roads by 2023 and ensure that *all* Californians, especially lower-income households most impacted by air pollution, benefit from zero tailpipe emissions.

Exhaust from cars and trucks creates nearly 40 percent of California's greenhouse gas pollution (the largest source of pollution in the state) and hits low-income communities and communities of color hardest. Dirty air from vehicles makes tens of thousands of Californians sick, costs us billions in avoidable health costs, and causes twice as many deaths as traffic related accidents. The impacts of this pollution are far worse for lower income families and people of color because they are more likely to live near busy roads and freeways, and be exposed to dangerous levels of emissions. The result is higher rates of asthma, cancer, and other pollution-related illnesses.

Transitioning to cleaner and more efficient cars, trucks and buses will benefit all Californians.

The Charge Ahead California Initiative: Equity Programs Benefitting Disadvantaged Communities

To ensure low-income Californians benefit from EVs, the Charge Ahead California Initiative established by SB 1275 (De León, 2014) directs the California Air Resources Board (CARB) to use Greenhouse Gas Reduction Fund (cap-and-trade) dollars to create equity programs that increase access to clean transportation in the communities most impacted by pollution and poverty, especially in "disadvantaged" communities identified pursuant to SB 535 (De León, 2012). Four of these are described below:

1. Supplemental Incentives for Low- and Moderate-Income Consumers:

Program Description – The statewide Clean Vehicle Rebate Project (CVRP) currently provides rebates to low- and moderate-income consumers of \$4,000 to buy a new battery electric vehicle (BEV – like a Nissan Leaf) and \$3,000 for a new plug-in hybrid (PHEV – like a Chevy Volt), which can be combined with other incentives. Consumers not qualifying for the low- and moderate-income amount can receive \$2,500 toward the purchase of a new BEV or \$1,500 for a new PHEV but will not be eligible for the CVRP program at all if their gross annual incomes are above:

- \$250K for single-filers
- \$340K for head-of-household filers
- \$500K for joint filers

Please visit cleanvehiclerebate.org for more info. Para más información visite cleanvehiclerebate.org/es.



2. Vehicle Retirement and Replacement (Enhanced Fleet Modernization Plus-Up):

Program Description – The Enhanced Fleet Modernization Program (EFMP) “Plus-Up” Program provides additional incentives to help low-income individuals and families scrap old, polluting clunkers and replace them with used or new advanced clean technology vehicles such as conventional hybrids, plug-in hybrids, or all-battery electric vehicles.

- **Scrap and Replace Voucher:** EFMP Plus-Up participants who scrap old clunkers can receive vouchers for replacement vehicles worth between \$5,000 and \$9,500, depending on income level and the type of vehicle to be purchased (e.g. conventional hybrid, plug-in hybrid, or battery electric vehicle). Those vouchers can exceed the resale value of low-mileage used EVs that are still under warranty, providing participants immediate access to the benefits of driving an electric vehicle (which is the cost equivalent of driving on dollar-a-gallon gasoline).
- **Charging Equipment Incentive:** Program participants can also get an additional \$2,000 for the purchase and installation of a charging station for battery electric cars at their homes.
- **Mobility Option:** If participants scrap an old clunker, but don’t want to replace it, they can get between \$2,500 and \$4,500 (depending on income level) in vouchers for public transit passes and car-sharing.

Status – This program is available now in disadvantaged communities in two regions:

- The South Coast Air Quality Management District– includes all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. Visit replaceyourride.com for more info or call toll free (855) 483-5107. Para más información visite replaceyourride.com.
- The San Joaquin Valley Air Pollution Control District– includes all of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and part of Kern County. Attend a free smog check “Tune-in, Tune-up” event to qualify. Visit valleyair.org for more info on “Tune-in, Tune-up” or call (559) 230-5800.

3. Low-Income Financing Assistance Pilot Project:

Program Description – Thanks to supplemental CVRP rebates, low- and moderate income consumers can lease and finance new EVs for effectively monthly payments that are lower than most cell phone bills. However, many lack the credit history needed to be able to take advantage of such attractive financing options. This financial assistance program provides credit enhancement to allow those consumers to combine state incentives with private financing. Additionally, this program covers financing to buy and install EV charging equipment in single-family homes or multiunit dwellings.

Status – CARB has selected the Community Housing Development Corporation (CHDC) as an administrator. CHDC launched the program in January 2016 to provide loans of \$4,000-8,000 at an 8% interest rate to residents of disadvantaged neighborhoods in Alameda, Contra Costa, Santa Clara, Santa Cruz, Solano and San Francisco Counties. Applicants might also be eligible for a buy-down grant of up to \$5,000, in addition to the loan. The program also offers grants of up to \$2,000 to buy and install EV charging equipment in single-family homes or multiunit dwellings. Please visit drivingclean.chdcnr.com for more information.

4. Low-Income Electric Car-sharing Pilot Project:

Program Description – This program will provide electric car-sharing services in disadvantaged communities. It is designed to increase the visibility and use of EVs, improve mobility, economic opportunity, and air quality in the neighborhoods most impacted by pollution and poverty. Car-sharing allows individuals to enjoy cars when they need them while avoiding the costs associated with car ownership.

Status – CARB has selected the grantees below.

- **Los Angeles Leading by Example:** LA city government was offered \$1.7 million to double car-sharing in LA, placing 100 clean cars and 110 Level 2 EV charging stations in disadvantaged communities with a goal of serving over 7,000 users.
- **Sacramento Metropolitan Air Quality Management District:** CARB has offered funding to the Sacramento Metro AQMD for an EV car-sharing program to benefit disadvantaged communities in the Sacramento Metro area. Details of this project are still being finalized and will be disclosed at a later date.

Income Levels*

Persons in Household	Low	Moderate	Above Moderate
1	\$26,257.50	\$35,010	\$46,680
2	\$35,392.50	\$47,190	\$62,920
3	\$44,527.50	\$59,370	\$79,160
4	\$53,662.50	\$71,550	\$95,400
5	\$62,797.50	\$83,730	\$111,640
6	\$71,932.50	\$95,910	\$127,880
7	\$81,067.50	\$108,090	\$144,120
8	\$90,202.50	\$120,270	\$160,360

* Individuals at or below the maximum household income levels listed above qualify for various incentives with varying cash value.

