

# TOP PRIORITIES FOR ADVANCING EQUITY-CENTERED TRANSPORTATION ELECTRIFICATION

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# WHY FOCUS ON EQUITY?

- **Low-income residents face the greatest barriers to clean transportation...**
  - Vehicle price and access to charging
  - Lack of access to convenient and reliable mobility options
  - Disproportionately impacted by medium- and heavy-duty vehicles
  - Other challenges: Market preference, unfamiliarity with EV technology and incentives and experience with dealers.
- **...but could benefit the most from it**
  - Fuel and maintenance costs of internal combustion engine-powered vehicles has large long-term costs (roughly 10% of income pre-2022.)
  - Air quality and climate impacts (both regional and localized)
- **Equity programs don't just reduce pollution, but also reduce barriers.**

# CALIFORNIA CLEAN TRANSPORTATION EQUITY INITIATIVES

- **Programs targeted towards low-income and disadvantaged communities:**
  - Clean Cars 4 All
  - Vehicle financing assistance
  - Sustainable Transportation Equity Project
  - Clean mobility options program
  - Clean mobility in schools
  - Outreach and technical assistance programs
- **Increased CVRP rebates for low-to-moderate income earners**
- **Medium- and heavy-duty incentives, though not specifically equity programs, have large benefits to disadvantaged communities**

# INCENTIVE DESIGN AS A BARRIER

- **Multitude of federal, state, local and private incentives**
  - Multiple applications, confusion about when and how to apply, etc.
  - Vehicle purchases are prioritized over transit and other forms of clean mobility
- **Almost all incentives kick-in long after the purchase**
  - Processing times can take nearly 90-130 days
    - “Cash on the hood” programs have either faced challenges or are limited
- **Demand far outstrips available funding**
  - Programs often run out of funding (both for the light- and MHD sectors)
- **Participants in consumer incentive programs are predominately wealthier and come from wealthier, less polluted communities**

# FUNDING CHALLENGES

- **Clean transportation programs share funding streams**
  - Historically, Greenhouse Gas Reduction Fund (GGRF), currently mix is GGRF, federal and other state funds (including general fund)
- **Equity program funding is lumped together**
  - 2021-2022 CVRP: \$525 million (for three years)
  - 2021-2022 Equity programs: \$150 million (for one year, with multi-year commitment)
    - Clean Cars 4 All: \$75 million
    - Financing assistance: \$23.5 million
    - Clean mobility options: \$10 million
    - Clean Mobility in Schools: \$10 million
    - Sustainable Transportation Equity Project: \$25 million
    - Outreach & technical assistance \$5 million
    - Job training: \$1.5 million

# 2022-23 BUDGET AND ADVOCACY EFFORTS

- **Governor Newsom's proposed 2022 budget proposes large clean transportation and equity investments on top of last year's multi-year commitments**
  - Proposal for \$256 million to equity programs
    - CC4A and other equity programs are still lumped together; low relative to other programs
    - Opportunity to go beyond Governor's proposal
  - \$900 million for infrastructure
- **Governor has proposed to accelerate funding allocations as part of the response to rising fuel prices**

# ADDITIONAL THOUGHTS

- **The State Budget is only one part of the process**
  - Funding Plan for Clean Transportation Incentives
  - Other CARB documents and policies (Investment Plan, Scoping Plan, rules and regulations)
- **Notable local actions:**
  - Drive Clean in the San Joaquin
  - emPOWER (Los Angeles area)
  - San Diego
- **Statewide expansion of CC<sub>4</sub>A**
  - How will statewide expansion of CC<sub>4</sub>A impact current programs (e.g. no DAC requirement)

# THANK YOU!

Please feel to reach out to me at [chris@ccair.org](mailto:chris@ccair.org)