



SB 1382 (Gonzalez) Clean Cars 4 All Equity Measures

SUMMARY

Senate Bill (SB) 1382 advances the equitable deployment of zero-emission vehicles (ZEVs) by giving a state tax exemption to vehicles bought and sold under the existing Clean Cars for All (CC4A) program, and by directing the state to develop protocols and metrics to address barriers currently preventing underserved Californians from participating in the CC4A program.

EXISTING LAW

Assembly Bill (AB) 630 (Cooper, Chapter 636, Statutes of 2017) codified the CC4A program and required the California Air Resources Board (CARB) to set specific and measurable goals annually for the program.

Existing state incentive programs like CC4A advance the State's ZEV deployment goals, including E.O. N-79-20, which mandates that all passenger light-duty vehicles sold in the state be ZEVs by 2035.

BACKGROUND/PROBLEM

The CC4A program was introduced in 2015 by CARB to advance the equitable deployment of ZEVs. CC4A offers up to \$9,500 to low-income Californians to swap out older vehicles for zero-emission or hybrid vehicles, or other clean transportation options. The program has been expanded to five air quality management districts, which have been allocated over \$90 million, deploying 11,000 ZEVs in eligible households¹.

CC4A advances clean transportation equity on two fronts: it makes hybrids and ZEVs more accessible to low-income Californians, and it reduces air pollution by getting older, more polluting cars off the road.

However, despite the thousands of vehicles placed through CC4A, ZEV deployment in California is still inequitable, and low-income, underserved Californians continue to suffer from air pollution related to vehicle

emissions. As of 2019, fewer than six percent of California ZEVs are registered in the upper 80th percentile of CalEnviroScreen score census tracts². By the same token, older vehicles continue to be a major source of air pollution in these communities: in 2021, 101,336 vehicles (9.86% of all vehicles tested) failed a smog test. The smog test failure rate for older cars (1976-2000) is 14.04%, compared to 2.32% for newer cars (2001-2021).³

Income-capped programs like CC4A can assist with turning over the oldest, most polluting vehicles in low-income, emissions overburdened communities, and with advancing an equitable deployment of ZEVs. However, to be effective, CC4A must continue to reduce barriers that currently stop the most underserved Californians from accessing these incentives, including reducing the cost of purchasing vehicles through CC4A and conducting targeted outreach for underserved communities.

SOLUTION

SB 1382 will build on the existing CC4A program to advance clean transportation equity. Specifically, SB 1382 will further reduce financial barriers to purchasing new and used ZEVs and hybrid vehicles through the CC4A program by exempting these vehicles from the state's sales tax.

The bill will also promote accessibility to the CC4A program by requiring CARB in coordination with air districts and community organizations to identify and develop more effective outreach protocols to underserved Californians. Through these measures, SB 1382 will promote an equitable deployment of ZEVs, and accelerate the removal of the heaviest polluting, older vehicles from the road.

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¹ <https://innovation.luskin.ucla.edu/wp-content/uploads/2021/05/Procedural-Equity-in-Implementing-Californias-Clean-Cars-4-All-Program.pdf>

² <https://innovation.luskin.ucla.edu/wp-content/uploads/2021/04/An-Agenda-for-Equity-Centered-Clean-Transportation.pdf>

³ https://www.bar.ca.gov/Smog_Check_Executive_Summary_Report/2021-06