



Clean Cars for All Program Terms & Conditions

Participant Eligibility

Participant must be 18 years or older, the legal owner of the vehicle listed on their application, must live in a qualifying zip code, must live within the Bay Area Air Quality Management District's (Air District) jurisdiction, and must have an income at or below 300% of the current Federal Poverty Level as defined by the U.S. Department of Health and Human Services. Proof of vehicle ownership, residence, and income acceptable to the Air District are required.

Participant may submit and receive funding for one application per household and lifetime. Household is defined as all individuals (taxpayer(s) and dependents) included in the filed tax return(s), household individuals included in the income affidavit, or household individuals included in any other income verification documents, for the most recent tax filing year that an application is submitted. Participants that are claimed as a dependent are considered part of the household of the tax return in which they are claimed as a dependent. If a Participant was listed as a spouse or dependent in another Participant's application, they are not eligible. Participant may not receive more than one grant per vehicle owner or joint vehicle owner even if owners are not in the same household.

If a Participant or any of their household members received funding from Clean Vehicle Assistance Program, Driving Clean Assistance Program, Clean Cars 4 All Sacramento, Clean Cars 4 All San Diego, Replace Your Ride, Tune-in & Tune-up, and Drive Clean in the San Joaquin, statewide Clean Cars 4 All, statewide Financing Assistance program, or any other program deemed ineligible to be combined, stacked or received in addition to CCFA by the Air District or the California Air Resources Board (CARB), they are not eligible for the CCFA Program. Participants must retire their vehicle through Clean Cars for All and may not sell their vehicle, donate their vehicle, or receive funding by retiring the same vehicle through the Consumer Assistance Program (CAP), Vehicle Buy Back Program (VBB), or any other program.

Income Eligibility

Participant must have an income at or below 300% of the current Federal Poverty Level as defined by the U.S. Department of Health and Human Services. Participant is required to submit tax return (Form 1040) or a tax transcript for the most recent tax filing year from the Internal Revenue Service (IRS) to verify household income and household size, or alternative proof of income documentation with their application (i.e., CCFA Income Affidavit).

Household income will be determined based on total income as reported on IRS Form 1040, Line 9 (Total Income), or equivalent tax transcript documentation. If Participant is claimed as a dependent and files a separate tax return, they are considered part of the household of the taxpayer in which they are claimed as a dependent. Dependents must provide the tax return or tax transcript of the taxpayer for which they are claimed a dependent and tax return(s) filed by any other dependents. When multiple household members are required to provide tax documentation, total income from each applicable tax return will be combined to determine total household income.



Retired Vehicle Eligibility

The vehicle to be retired must meet the following requirements:

- Currently registered to an individual with the California Department of Motor Vehicles (DMV) with a valid and unexpired registration sticker, or have all fees paid to the DMV and have a registration that has not been expired more than 120 days. Exceptions may be allowed, refer to Exceptions section below.
- Continuously registered in California with the DMV during the two consecutive years preceding the current registration expiration date, with no breaks in registration totaling more than 120 days. Exceptions may be allowed, refer to Exceptions section below.
- Gasoline or diesel-powered vehicle with a gross vehicle weight rating of 10,000 pounds or less, that is a passenger vehicle, truck, sport utility vehicle, or van.
- Model year must be 2007 or older.
- Vehicle must be functioning. Vehicle will be required to undergo and pass a functionality test performed by the Air District, GRID Alternatives, or authorized dismantlers.

Title of the vehicle must be transferred to an authorized dismantler during the Post-Inspection.

Vehicles Not Eligible for Retirement

The following vehicles are not eligible to participate in the CCFA Program:

- Dismantled or salvaged vehicles that have not been reregistered pursuant to section 11519 of the California Vehicle Code.
- Vehicles registered to a non-profit or business.
- Vehicles operated by a public agency or fleet licensed and registered pursuant to California Health and Safety Code sections 44019 and 44020.
- Vehicles undergoing a transfer of ownership.
- Motorcycles, mopeds, and motorized scooters.

Exceptions

An unregistered vehicle or currently registered vehicle not meeting the Retired Vehicle Eligibility may be eligible if proven to have been driven primarily in California for the last two (2) years and not registered in any other state or country in the last two (2) years. Documentation may include the following:

- Proof of California auto insurance for two (2) consecutive years preceding the date the CCFA application is submitted, without lapses in coverage totaling more than 120 days; or
- Two (2) invoices from an Automotive Repair Dealer registered with the California Bureau of Automotive Repair. Invoices must be from two (2) separate calendar years and the oldest may not be older than 24 months. Invoices must include the following:
 - Automotive Repair Dealer's valid registration number;
 - Name and address of the Automotive Repair Dealer;
 - Description of a repair or maintenance operation performed on the vehicle;
 - Vehicle year, make, model and vehicle identification or license plate number matching the vehicle to be retired; and
 - Date of the repair or maintenance visit.



Maximum Grants

Participants may receive the following maximum grant amounts, subject to eligibility, program requirements, and funding availability:

Clean Transportation Option (limited to one option):

- Up to \$12,000 toward the purchase or lease of a replacement vehicle; or
- Up to \$7,500 for the Mobility Option (e.g., public transit and/or e-bike).

Charging Incentive (for PHEV, BEV, or ZEM purchases only, limited to one option):

- Up to \$2,000 for installation of residential Level 2 Electric Vehicle Supply Equipment (EVSE); or
- Up to \$1,000 for a portable Level 2 charger; or
- Up to \$1,000 for an EV charge card.

Adaptive Equipment (for replacement vehicle purchases only)

- Up to \$5,000 for eligible adaptive equipment for accessibility needs.

The combined maximum award available to a Participant and all household members is \$19,000 per lifetime. Grant amount is determined based on Participant income, zip code, the incentive type awarded, and funding source.

CCFA Grant Amounts

Location	Plug-in Hybrid Electric Vehicle*	Battery Electric Vehicle* Fuel Cell Electric Vehicle	Zero-Emission Motorcycle*	Mobility Option
Bay Area (Air District Jurisdiction)	\$9,500	\$10,000	\$4,500	\$7,500
Bay Area (Air District Jurisdiction) AND Disadvantaged Community (DAC) Census Tract	Additional \$2,000 (\$11,500 total)	Additional \$2,000 (\$12,000 total)	Additional \$2,000 (\$6,500 total)	

**Participants who purchase or lease a PHEV, BEV, or ZEM may be eligible for one charging incentive (see above). The EV charge card is only available to BEV and ZEM purchasers, but PHEV purchasers may be eligible for the EV charge card if the Participant applied between March 1, 2024 and June 30, 2025.*



Participants living in a multi-family housing property of four (4) or more units may be eligible for the EVSE installation rebate or the portable charger rebate if the charger is for private use.

Participants must reside in an address within the Air District's jurisdiction in order to qualify. Participants that reside in an address within the Air District's jurisdiction AND in a [census tract identified by California Climate Investments as a disadvantaged community](#), per Assembly Bill (AB) 1550 (Gomez, 2016), are eligible for an additional \$2,000 in funding towards the purchase of a plug-in hybrid electric vehicle and zero-emission vehicle.

For more information, see the Electric Vehicle Charger Rebate and Electric Vehicle Charge Card sections below. The EV charging incentives are not guaranteed and are dependent on funding availability and Participant's project compliance.

Project Documentation and Verification Process

Participation in the CCFA Program requires submittal of the following information/documentation:

- Two years of vehicle registration or acceptable proof of vehicle operation;
- Vehicle Certificate of Title;
- Acceptable income verification through one or a combination of the following documents: the most recent tax return or transcript for the current tax filing year, IRS Form 4506-C, income affidavit, or acceptable proof of low income;
- Acceptable [proof of residency](#); and
- Current valid California Driver's license.
 - Participants selecting a zero-emission motorcycle require a valid California M1 motorcycle license or proof of enrollment in a DMV-approved motorcycle training course.

The Air District will verify the project and Participant's eligibility using the information provided. The Air District reserves sole discretion to determine whether submitted documents are acceptable and may request additional documentation at any time to verify the information contained in an application or request for reimbursement. The Air District reserves the right to verify eligibility and compliance with program requirements for the full duration of the project term. The project term is 30 months after the purchase of a qualifying vehicle or Mobility Option Award Letter date.

Participant must respond to the Air District's requests for additional documentation or information within 14 days or the application may be subject to cancellation.

Pre-Inspection

Participant must take their vehicle that will be retired to an [authorized dismantler](#) for a Pre-Inspection to verify vehicle eligibility. Participant must provide the authorized dismantler with their Pre-Inspection Checklist, vehicle title, and California Driver's license. Participant agrees to allow the Air District, authorized dismantler staff, or its agents access to their vehicle to perform the following functionality test:

Insert key, vehicle engine must start using keyed ignition system. In addition to the keyed ignition switch, ignition or fuel kill switch may be activated if required to start engine. The



vehicle must start readily through ordinary means without the use of starting fluids or external booster batteries. The vehicle shall be driven forward for a minimum of 25 feet under its own power. The vehicle shall be driven in reverse for a minimum of 25 feet under its own power.

Participant has 21 days from the date the Pre-Inspection letter and checklist is issued to complete a Pre-Inspection or the application may be cancelled.

Approval of Award, Award Letter, and Purchasing

The Air District or its designee will review applications and will approve eligible participants for grant funding. The Air District will issue an Award Letter to Participant once their application is approved. Participant must receive an Award Letter from the Air District before purchasing or leasing a vehicle at an [authorized dealership](#). If Participant wishes to change the Clean Transportation Option on their Award Letter, they must contact the Air District to request an amendment and wait for the Air District to approve the amendment and issue a new Award Letter before purchasing or leasing a vehicle at an authorized dealership.

Award Letters are only valid for 120 days from the date issued towards the purchase or lease of one eligible vehicle. If a Participant has opted for the Mobility Option incentive, PEX cards must be activated within 90 days of the Award Letter issue date. PEX cards that are not activated within 90 days are subject to cancellation at the Air District's discretion. Award letters that are amended for a different replacement option will still maintain the original award letter date and do not receive time extensions to purchase or lease a vehicle. It takes about 7 days to process an amendment request.

The vehicle purchase or lease date is the date shown on the sales contract or lease agreement. If Participant places an order for a vehicle, the order date must occur while the Award Letter is still valid, and Participant must complete the purchase or lease within one (1) year of the Award Letter date. If the estimated purchase or lease date occurs after the Award Letter expiration date, Participant is required to send proof of the order agreement to Clean Cars for All staff to keep the Award Letter valid. Exemptions may be made on a case-by-case basis by the Air District.

The Air District reserves the right to terminate Award Letters that have expired, if funding is exhausted, or for situations where Participant fails to comply with the requirements of these Terms and Conditions.

Participants may trade in a vehicle as part of their replacement vehicle transaction. However, the trade-in vehicle cannot be the same vehicle that is required to be scrapped under the CCFA Program. CCFA grant funds may only be applied toward the purchase or lease price of the eligible replacement vehicle and may not be applied to pay off existing loans, refinance previously purchased vehicles, or satisfy other prior financial obligations.

Payment and Reimbursement Process

The grant award for a vehicle is applied at the point of sale, similar to a cash down payment, and Participant is responsible for any remaining balance. The dealership will be reimbursed directly by the Air District for the grant amount. The grant amount cannot exceed the total purchase price of the vehicle. The Air District is entitled to and may seek repayment of the Grant Award, or a pro-rated



portion of the Grant Award, from the Participant if the Participant fails to comply with the requirements of these Terms and Conditions.

Participants may not combine, stack, or otherwise use CCFA grant funds in conjunction with other incentive programs in a manner that exceeds the purchase price of the vehicle or results in a cash payment, credit, or other financial benefit to the Participant beyond the actual cost of the vehicle. If the Air District determines that CCFA funds were combined with other incentives in a way that resulted in profit or financial gain beyond the purchase or lease of an eligible vehicle, or that a dealer or administrative error caused an overpayment, the Air District reserves the right to seek repayment of all or a portion of the grant award directly from the Participant.

Post-Inspection

Participant is responsible for bringing their vehicle to be retired to an authorized dismantler and may only complete the Post-Inspection and scrap their vehicle after an eligible replacement vehicle has been purchased or leased at an [authorized dealership](#). Participant has 21 days after any return period has ended for the leased or purchased vehicle to complete the Post-Inspection and scrap their vehicle. For Participants that choose a Mobility Option, Participant agrees to scrap their old vehicle at an authorized dismantler within 30 days after receiving the Award Letter. The Post-Inspection may be completed before or after the PEX card is received.

Participants that complete a Post-Inspection before receiving an Award Letter or scrap their vehicle before purchasing their replacement vehicle may be ineligible for funding. The Air District is not responsible for any vehicles that are scrapped early or for a purchased replacement vehicle that does not meet these Terms & Conditions. The Post-Inspection should be performed at the same authorized dismantler that performs the Pre-Inspection. The vehicle has no trade-in value, cannot be sold or donated, and can only be retired under the CCFA Program. The vehicle may not be retired through other incentive programs, such as VBB or CAP. If Participant receives funding for retiring the same vehicle through VBB or CAP, they are ineligible for the CCFA Program and may need to repay any funding received through the CCFA Program.

Replacement Vehicle Eligibility

Eligible replacement vehicles include plug-in hybrids, battery electric vehicles, fuel cell electric vehicles, and zero-emission motorcycles. Participant may purchase a qualifying new or used vehicle or lease a qualifying new vehicle from an [authorized dealership](#). Availability of vehicles and the offering of new, used, or leased vehicles may vary by dealership. Each [authorized dealership](#) has at least one Dealership Contact trained on how to process Clean Cars for All grants. Participant must work with designated Dealership Contacts or their team. [Authorized dealerships](#) provide a minimum 3-day return period for used vehicle purchases.

The sales or lease contract must have the Participant's name and address as listed on the Award Letter. If the Participant moves, they must request an address change on their Award Letter, and the address must be in an eligible zip code within the Air District's jurisdiction. Award funds may increase or decrease depending on whether the new address is in a DAC census tract. If a Participant was awarded funding based on a DAC address but purchases or leases a vehicle using an address that is not located in a DAC, the Air District may require repayment of the \$2,000 DAC incentive amount.



The replacement vehicle purchased or leased must match the Clean Transportation Option(s) listed in the Award Letter.

1. Purchased vehicle must meet the following requirements:
 - A. Vehicle must be:
 - i. Plug-in hybrid electric vehicle (PHEV);
 - ii. Zero-emission vehicle, including battery electric vehicle (BEV) and fuel cell electric vehicle (FCEV); or
 - iii. Zero-emission motorcycle (ZEM) – must be new and listed on CARB’s official List of Eligible Vehicles (<https://ww2.arb.ca.gov/ZEV-eligibility-list>)
 - B. Vehicle may be new or used, except ZEMs. ZEMs must be new.
 - i. Used vehicle that has participated in the California Vehicle Rebate Project (CVRP) are eligible.
 - C. Auto loan must have an annual percentage rate (APR) of less than 16%;
 - D. Have a sale price at or below \$48,000 for PHEVs, BEVs, and FCEVs, and at or below \$45,000 for ZEMs (before taxes, fees, warranties, or accessories), unless approved by Air District;
 - E. Vehicle must be eight (8) years old or newer, calculated by subtracting seven from the calendar year of the transaction;
 - F. Must be registered in California;
 - G. Shall have less than 80,000 miles on the odometer;
 - H. Must not have any modifications to the vehicle’s emissions control systems, hardware, software calibrations, or hybrid system (California Vehicle Code section 27156);
 - I. Vehicle must not have been previously funded with EFMP, EFMP Plus-Up funds or CCFA funds; and
 - J. Must not have any outstanding vehicle recalls (check for vehicle recalls and address prior to purchase or lease).
2. Leased vehicle must meet the following requirements:
 - A. Vehicle must meet the requirements stated above (section 1[C-J]);
 - B. Have an Agreed Upon Value (AUV) of the Vehicle at or below \$48,000 USD for PHEVs, BEVs, and FCEVs, and at or below \$45,000 for ZEMs, unless approved by Air District;
 - C. Vehicle must be a PHEV, BEV, FCEV, or ZEM that is listed on CARB’s official List of Eligible Vehicles (<https://ww2.arb.ca.gov/ZEV-eligibility-list>). Not all vehicles listed are eligible under CCFA. Must meet AUV in section 2.B;
 - D. Vehicle must be new and previously unregistered with the California Department of Motor Vehicles (DMV); and
 - E. Vehicle must have a lease term of 30 months or more.
3. Ineligible replacement vehicles, either sold or leased, include the following:
 - A. Vehicle that does not conform with all requirements stated above (section 1[A-J] and 2[A-E]);
 - B. Hybrid vehicles that are not capable of plug-in charging;
 - C. Conventional internal combustion engine vehicle;
 - D. Other alternatively-fueled vehicle;
 - E. Neighborhood electric vehicle (NEV);
 - F. Vehicles with a chassis that has been modified with aftermarket parts or equipment to create a HEV, PHEV, or zero-emission vehicle;



- G. Dismantled vehicle;
- H. Vehicle with a salvage title (as defined in California Vehicle Code, Section 544), or other branded titles including, but not limited to junk, flood, or lemon law buyback vehicles;
- I. Vehicle registered to a non-profit organization or business; and
- J. Vehicle operated by a public agency or fleet licensed and registered pursuant to California Health & Safety Code (HSC) Sections 44019 and 44020.

Electric Vehicle Charger Rebate

Eligibility

Participant must have purchased or leased a plug-in hybrid, battery electric vehicle, or zero-emission motorcycle through the CCFA Program and must complete the Post-Inspection and scrap their old vehicle before becoming eligible to apply for the electric vehicle (EV) charger rebate. Participants are required to install their charger at the home address listed on their application. If they have moved after the vehicle purchase, installation at the new address may be permitted if proof of residency in an eligible ZIP code and a new Form W-9 is provided. Participants are provided with an [Electric Vehicle Charging Incentives Manual](#) that lists program requirements, timelines, eligible costs, guidance on how to apply, and the reimbursement process. Participants can choose one of the following EVSE options:

- 1) Level 2 home charger installation (up to \$2,000)
 - Participant reimbursed for one level 2 charger and necessary installation costs. The charger requires a dedicated 208/240-volt supply circuit and may either be hardwired directly to an electrical service panel or plugged into a newly installed or pre-existing NEMA receptacle.
- 2) Level 2 portable charger (up to \$1,000)
 - Participant reimbursed for one level 2 portable charger and must have a pre-existing 208/240-volt receptacle with a dedicated supply circuit at their residence to plug the charger into.

EV charging equipment funded through this Program shall be solely for use by the Participant and members of the Participant's household. The Participant shall not sell, lease, sublicense, provide access to, or otherwise make the charging equipment available for use by third parties.

Eligible Project Costs

Eligible EVSE project costs include materials, labor, permits, and any other components necessary for a level 2 EV charger to be properly installed for a Participant to safely charge their vehicle at their residence. The following items are common reimbursable costs and is not an exhaustive list:

- Level 2 charger with a minimum 16 amp output;
- Charger port and NEMA receptacle adapters;
- Labor costs to prepare site, prepare and submit permits, install charger, and time to be present for final inspections;
- Permit fees;
- Panel and sub-panel upgrades;



- Material costs including, but not limited to conduit, wire, breakers, and miscellaneous fittings and connectors; and
- Necessary sales taxes and shipping and handling fees.

Installation Estimate

Participant must submit a home charger installation estimate or portable charger estimate to GRID Alternatives or the Air District within 60 days of purchasing an eligible vehicle and prior to installation. To receive approval, submit the Installation Estimate (see [Electric Vehicle Charger Rebate Manual](#), Attachment A and D) form along with the contractor's official estimate to cleancars@gridalternatives.org. Participant's full name and installation address should appear on the estimate.

Approval

Once Participant receives approval from GRID Alternatives or Air District staff, they may purchase the approved portable level 2 charger or purchase the approved level 2 home charger and move ahead with the installation at the approved address. Participants installing a home charger may only proceed with the approved, licensed contractor that provided the estimate. If Participant decides to use a different contractor than the one Participant received approval for or decides to install the charger at an address different than the approved address, the Participant must submit a new Installation Estimate form to receive another approval. Minimal changes to project costs, home charger selection, and scope of work (e.g., additional electrical work necessary to the charger installation) after an estimate approval do not require resubmission as long as they meet program requirements and must be reflected in the Home Charging Invoice Summary Form (see Home Electric Vehicle Charger Installation Manual, Attachment C) and supporting documents with the final reimbursement request.

Installation

Participant must complete all installations within 60 days of receiving approval. Exemptions may be granted on a case-by-case basis. Level 2 home chargers can be plugged into an existing 208-volt or 240-volt NEMA outlet or Participant may install an outlet or have the charger directly hard wired to an electric service panel.

Any required permits must be secured, and any work done must be coordinated with utility companies and permitting agencies as required by state and local laws. Required permits and associated costs must be submitted in order to receive reimbursement.

Participant must either be the property owner of the residence where the charging station is installed or the Air District must receive written permission from the property owner (e.g., landlord, homeowners' association, etc.) that Participant may install EVSE on the property owner's land. EVSE must be installed at the home address listed on the CCFA application, unless approved by the Air District.

Licensed Contractors

Participant must use a contractor with a valid California State License Board (CSLB) C-10 or C-46 License and at least one electrician on each crew, at any given time, must hold an [Electric Vehicle Infrastructure](#)



[Training Program \(EVITP\)](#) certification as required by Assembly Bill 841 (Ting, 2020) and [California Public Utilities Code \(CPUC\) section 740.20](#).

Participant certifies that any EVSE installations will comply with all AB841 (2020) requirements or describe why the AB 841 requirements do not apply to the project. The EVITP certification requirement does not apply to single-family home residential electric vehicle chargers that use an existing 208/240-volt outlet.

Installations performed by non-licensed contractors and contractors who are not EVITP certified are not eligible for reimbursement, unless approved by the Air District. Participant and household members may not perform any installations, even if they are a licensed contractor. Participant should check their [contractor's license number](#) and [EVITP certification number](#) to verify they are current and active.

Participant will pay the licensed contractor directly for the invoice balance after the installation is completed. The Air District will not directly reimburse contractors and will directly reimburse Participant after a reimbursement request with all required documentation is submitted and approved.

Reimbursement

Once a Level 2 home charger is installed, Participant must receive a valid itemized invoice and proof of payment from the licensed contractor. Participant must submit a completed Reimbursement Request Form (see [Electric Vehicle Charger Rebate Manual](#), Attachment B or E), Invoice Summary Form (see [Electric Vehicle Charger Rebate Manual](#), Attachment C), and supporting documents within 14 days of the installation completion date or final payment of the invoice. Exemptions will be evaluated on a case-by-case basis.

Participant must also submit a photo of the installed charger at their home. If Participant purchases a portable charger, the charger must be shown plugged into the pre-existing NEMA outlet and their replacement vehicle.

Reimbursements shall not exceed the final amount invoiced for the complete installation of a residential Level 2 home charger or \$2,000, whichever is less. For portable chargers, reimbursements shall not exceed the cost of the Level 2 portable charger equipment or \$1,000, whichever is less.

Reimbursement checks will be mailed out by the Air District within approximately 90 days of receiving a correctly filled out Reimbursement Request Form (see Electric Vehicle Charging Incentives Manual, Attachment B or E) and required supporting documents.

Participants may not combine, stack, or otherwise use CCFA EVSE funds in conjunction with other incentive programs in a manner that exceeds the actual, documented cost of the charging equipment, installation cost, and permit fees. CCFA funds may not be used in a way that results in cash payment, credit, or other financial benefit to the Participant beyond the reimbursement of eligible EVSE costs. Participants may need to repay all or a portion of the EVSE reimbursement if it is determined that CCFA funds were combined with other incentives in a way that resulted in profit or financial gain beyond the approved project costs.



Electric Vehicle Charge Card

Participants that purchase a battery electric vehicle or zero-emission motorcycle through CCFA, and do not select the level 2 home charger installation or portable charger option, are eligible for an EV charge card with an amount up to \$1,000. The EV charge card is only available to new Participants that submit a CCFA application on or after March 1, 2024 and is subject to funding availability. The incentive amount may change or be eliminated based on funding availability.

The EV charge card will be distributed via pre-paid cards by Prepaid Expense Card Solutions, or PEX cards, and can be used to pay for charging sessions to charge an electric vehicle at Level 1, Level 2 and Level 3 (DC fast) charging stations that are open to the public or may have restricted access, such as workplaces, multifamily residential properties, and private parking lots. The Air District provides a sample list of EV charging providers that the card has been tested with, but the card may not work in cases where the charging station operator is not using standard merchant names or EV charging merchant codes. Charging providers may also prohibit the use of prepaid cards. The Air District has no control over whether a charging provider will accept the EV charge card issued by the Air District. The Air District does not provide reimbursement for EV charging costs incurred by the Participant outside of the EV charge card. The Air District makes no representation or guarantee that Participants will be able to use, access or fully expend the total value of the EV charge card.

The EV charge card is intended to only be used for charging the replacement vehicle funded through this program. It may only be used to pay for EV charging from an eligible EV charging station provider. Any other purchases, including but not limited to alternative fuels (gasoline, hydrogen, biofuel, natural gas, etc.), charging station equipment, personally owned EV chargers, adapters, batteries, electricity costs, insurance, vehicle connectivity services or upgrades, or any merchandise sold by vendors, are not eligible.

Use of the EV charge card for any purpose other than charging the replacement vehicle is prohibited. The EV charge card may not be sold, nor can it be transferred to anyone outside of Participant's household. Misuse, sale, or transfer of the EV charge card may result in cancellation of the card and/or a requirement to repay a portion or the full value of the card.

The Air District is notified of all transactions, and attempted transactions, made with the EV charge card. Participant agrees that failure to abide by all requirements in the Program Terms and Conditions, as well as the [Electric Vehicle Charger Rebate Manual](#), and any transaction or attempted transaction for anything other than eligible EV charging services, will be considered fraudulent and is subject to repayment, cancellation of the card, and forfeiture of any remaining grant funds.

Participants have 12 months from the date the EV charge card is issued to expend funds. Participants are responsible for timely activating, registering, and using the EV charge card in accordance with program instructions.

The Air District will notify Participants via email when the EV charge card has been issued and shipped, including instructions to register and activate the card. Participants are responsible for ensuring their contact information is accurate and for monitoring communications from the Air District and the card provider. Failure to receive, review or act on such communications does not extend any deadlines or eligibility periods.



If a Participant does not receive the EV charge card within a reasonable timeframe after notification of shipment, the Participant must promptly contact the Air District. The Air District is not responsible for delays, delivery issues, or failure to activate the card where the Participant does not timely follow up.

After the 12 months period from the date the EV charge card is issued has elapsed, any unspent funds will expire, be forfeited, and returned to the CCFA program. If there is a balance after the 12-month deadline, Participants will automatically have a 30-day grace period to spend any remaining funds. If at any time, the EV charge card falls below \$50, the Participant will have 30 days to spend any remaining funds. Any unspent funds will expire and be forfeited. Participants may not be able to use the full amount of an issued PEX card due to transactions that exceed the card balance or charging station providers preauthorization charges. For example, if a Participant has only \$10 remaining on their EV charge card and they try to use a charger where the charging station provider requires a \$50 pre-authorization amount, the card will be declined for insufficient funds.

Participant must complete their Post-Inspection and submit a request for an EV charge card within 60 days of purchasing or leasing a plug-in hybrid or battery electric vehicle.

Participants are prohibited from using the EV charge card in a manner that converts CCFA funds into cash or cash equivalents. This includes, but is not limited to, loading funds onto an account with a charging provider or vendor and then requesting a cash, check or credit reimbursement of any unused balance. Any such use is considered ineligible and may result in cancellation of the card, repayment of funds and forfeiture of remaining funds.

Mobility Options

Mobility Options grant funding will be distributed via PEX cards and will be valid for either 30 months from the date on the Award Letter or until all funds are expended, whichever occurs sooner. If, at any time, the Participant's card falls below \$300 for Mobility Options, the Participant will be given 30 days to spend the remaining funds. Any unspent funds will expire, be forfeited, and returned to the CCFA program. Exceptions may be considered on a case-by-case basis at the Air District's discretion. The Air District may recapture any unused funds 30 months after the Mobility Option Award Letter date or if the remaining balance of funds falls below \$10.00.

Grantees may only use the funds on these cards for approved purchases under the Mobility Option program. **Participant that uses their PEX card for non-approved or ineligible purchases must reimburse the Air District for any funds spent on non-approved purchases and may forfeit their award in its entirety.** Approved purchases under the Mobility Option program currently include Bay Area public transit fares through Clipper Card. E-bikes and select accessories are eligible, but require written approval from the Air District prior to any purchases being made. The Air District is notified of all transactions, and attempted transactions, made with the PEX card. Participant agrees that failure to abide by all requirements in the Program Terms and Conditions, and any transaction or attempted transaction for anything other than eligible Mobility Option services, will be considered fraudulent and is subject to repayment, cancellation of the card, and forfeiture of any remaining grant funds.

Public Transit

Participant that selects the \$7,500 grant for public transit will be mailed a PEX card within approximately 30 days of their Award Letter issue date. After Participant registers the PEX card, the full grant amount



will be loaded onto the card and include a monthly spending limit of \$600 per Participant and per member of Participant's household. Participants that require more than \$600 per month may submit a request to the Air District by emailing cleancarsforall@baaqmd.gov to increase the monthly spending limit. Household, as defined above, includes all individuals listed in the Participant tax return submitted in the CCFA Application or household members included in the Income Affidavit.

The PEX card can only be used to load funds onto a **Clipper Card** (clippercard.com), which must be used by Participant (and members of their household as indicated on their CCFA application) on any of the following Bay Area transit systems:

- AC Transit
- BART
- Caltrain
- City Coach
- County Connection
- Dumbarton Express
- FAST
- Golden Gate Transit and Ferry
- Marin Transit
- Muni
- Petaluma Transit
- SamTrans
- San Francisco Bay Ferry
- Santa Rosa CityBus
- SMART
- SolTrans
- Sonoma County Transit
- Tri Delta Transit
- Union City Transit
- VINE
- VTA
- WestCAT
- Wheels

Participant agrees to not use PEX card for any purpose other than the purchase of public transit funds via Clipper Card to be used for public transit by Participant and members of their household unless Participant has selected, and the Air District has approved, pairing the Public Transit mobility option with another mobility option, in which case funds may be used for both public transit and another Air District-approved mobility option.

After signing these Terms and Conditions, Participant will receive a CCFA Award Letter that shows the selected Mobility Option. After receiving the Mobility Option Award Letter, Participant agrees to scrap their old vehicle at an Air District-authorized dismantler within 30 days. The authorized dismantler will then submit proof to the Air District that Participant's vehicle was scrapped. Exceptions to the 30-day requirement may be granted on a case-by-case basis. If the Air District does not receive proof that Participant's vehicle was scrapped, Participant shall repay the Air District for any spent grant funds and forfeit any remaining unspent grant award.

Use of PEX card for any purpose other than that allowed under these Terms & Conditions is prohibited, and Participant agrees to reimburse the Air District for any ineligible purchases. Participant agrees that the PEX card and Clipper Cards may not be sold, nor can they be transferred to anyone outside of Participant's household. Participant agrees that failure to abide by all requirements in the Program Terms and Conditions, as well as the Mobility Options Manual will result in forfeiture of any remaining funds in the grant award.



Electric Bicycles (E-bikes)

Participant is eligible for a maximum award of \$7,500 for the purchase of eligible e-bike(s) and accessories. Participant must purchase an eligible e-bike¹; no conversions, retrofits, bicycles, mopeds or scooters are allowed. Participant may purchase multiple e-bikes up to the number of people in their household, as listed in their application. For example, a family of four may purchase up to four e-bikes, while an individual applicant with a household of one may only purchase one e-bike.

There are no restrictions on makes or models of e-bikes or accessories, but items must be purchased from a bicycle retailer or similar sports recreation store and approved by the Air District prior to purchase. Accessories, including chargers and batteries, must be compatible with the e-bike(s) purchased. There are no price caps on e-bikes or accessories. Participant may request a list of eligible accessories from the Air District. Any remaining grant after the purchase of the e-bike(s) and accessories will be automatically reserved on the PEX card for public transit purchases (e.g., one e-bike for \$4,000 and \$3,500 for public transit).

Participant and members of their household agree to comply with all local, state, and federal laws and regulations when owning and operating their e-bike(s).

Commencing January 1, 2026, all e-bikes, chargers, and batteries purchased using Clean Cars for All Program funds must comply with the requirements of Senate Bill 1271, as codified and as may be amended from time to time. Participant may only purchase an e-bike or associated battery that is lawfully distributed, sold, or offered for sale in the State of California at the time of purchase. E-bikes, chargers and batteries must comply with applicable battery testing, certification, labeling, and disclosure requirements. Equipment that does not meet applicable SB 1271 requirements is not eligible for purchase or reimbursement under the Program. Commencing January 1, 2028, Program-funded e-bikes, chargers, and batteries may not be rented or offered for rental unless compliant with all applicable SB 1271 testing and safety requirements.

Participant must own the purchased e-bike(s) and accessories for 12 months. During this period, Participant may not sell, transfer, assign, or otherwise dispose of the e-bike(s), accessories, or battery without prior written approval from the Air District. The e-bike(s) and any associated chargers and batteries must continue to comply with all applicable Clean Cars for All Program requirements and all applicable local, state, and federal laws, including Senate Bill 1271 and any implementing regulations throughout the 12-month ownership period. E-bikes, chargers and batteries may not be modified, relabeled, or otherwise rendered non-compliant with applicable law during the 12-month ownership period.

If the Air District discovers Participant has sold their e-bike or accessories prior to 12 months of ownership, the Air District will review the situation on a case-by-case basis and may seek a pro-rated reimbursement of the e-bike and accessories from Participant.

¹ An e-bike (or electric bicycle) is a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Class 1, 2, and 3 electric bicycles must comply with all applicable requirements as defined in Senate Bill 1271, Assembly Bill 1096, and Section 312.5 of the California Vehicle Code, including battery safety, classification, and modification restrictions .



After signing these Terms and Conditions, Participant will receive a CCFA Award Letter that shows the selected Mobility Option. After receiving the Mobility Option Award Letter, Participant agrees to scrap their old vehicle at an Air District-authorized dismantler within 30 days. The authorized dismantler will then submit proof to the Air District that Participant's vehicle was scrapped. Exceptions to the 30-day requirement may be granted on a case-by-case basis. If the Air District does not receive proof that Participant's vehicle was scrapped, Participant shall repay the Air District for any spent grant funds and forfeit any remaining unspent grant award.

Use of PEX card for any purpose other than that allowed in this agreement is prohibited, and Participant agrees to reimburse the Air District for any ineligible purchases. Participant agrees that the PEX card may not be sold, nor can it be transferred to anyone outside of Participant's household. Participant agrees that failure to abide by all requirements in the Program Terms and Conditions will result in forfeiture of any remaining funds in the grant award.

Adaptive Equipment

Participants who purchase a replacement vehicle through CCFA may be eligible for up to \$5,000 in additional funding toward the purchase and installation of eligible new adaptive equipment to support equitable access to clean transportation. Funding is subject to availability and is not guaranteed. Funding may not be applied toward the cost of a new or used vehicle that already has adaptive equipment installed. Participants must request adaptive equipment within 60 days of purchasing or leasing their replacement vehicle.

Adaptive equipment funding is intended to support modifications necessary for a CCFA participant, or a member of their household with a disability to safely access and operate a replacement vehicle. Requests for adaptive equipment that are primarily for convenience, comfort, or luxury (e.g., remote keyless entry, remote start systems, entertainment systems) are not eligible unless documentation is provided that demonstrates a disability-related need. Acceptable documentation includes, but is not limited to:

- Verification from a licensed medical provider, occupational therapist, or rehabilitation specialist confirming the need for specific adaptive equipment;
- Proof of non-transferable adaptive equipment on the scrapped vehicle; or
- Documentation from a state, federal or local program verifying the need for adaptive or mobility equipment.

The Air District does not require disclosure of medical diagnoses or medical records and will not request or retain such information. The Air District retains sole discretion to determine whether submitted documentation is acceptable to demonstrate disability-related need.

Adaptive equipment must be on the Air Districts Eligible Adaptive Equipment List or receive prior written approval. Equipment must comply with all applicable state and federal regulations. Equipment must be purchased and installed from vendors that are members of the National Mobility Equipment Dealers Association.



Participants must submit their proposed purchase to the Air District for approval. Once approved, the Participant may purchase the equipment and submit required documentation (receipts, proof of payment, and installation photos), to be reimbursed.

General Terms and Conditions

Clerical Errors and Questions

In the event of a clerical error, typographical error, or other mistake in an Award Letter, application material, or other program document, the Clean Cars for All Program Terms and Conditions shall govern. Grant award amounts and eligibility requirements are limited to those explicitly stated in these Terms & Conditions, regardless of any conflicting information contained in an Award letter or other communication. Any questions regarding these Terms and Conditions should be resolved in accordance with the requirements of California Health and Safety Code sections 44124-44127; California Code of Regulations, title 13, section 2630 et seq., the Cap-and-Trade Auction Proceeds Funding Guidelines for Agencies that Administer California Climate Investments, the CARB Clean Cars 4 All Requirements; and any CARB issued Implementation Update Announcements.

General Compliance with Law

Participant agrees that they will comply with applicable federal, state, and local laws.

Air Quality Laws Compliance

Participant agrees that they are in compliance with all applicable federal, state, and local air quality rules and regulations and that they will remain in compliance with these laws.

Economic Sanctions Compliance

Participants must comply with all applicable state and federal conflict of interest and economic sanctions laws and regulations, including but not limited to:

- *Conflict of Interest*: Participant certifies, represents and warrants that Participant is in compliance with all applicable federal and state conflict of interest laws and will remain in compliance. Participant has no interest which will conflict with their ability to comply with these Terms and Conditions, and will immediately disclose, in writing, any financial interest or situation which may pose an actual, apparent or potential conflict of interest.
- *Office of Foreign Assets Control (OFAC)*: Participant represents and warrants that neither Participant, nor any household member using CCFA funds, nor any agent acting on Participant's behalf is listed on or owned 50% or more (directly or indirectly) by one or more persons listed on, any U.S. Department of the Treasury Office OFAC sanctions list. Participant further represents that CCFA funds will not be used in any transaction prohibited by 31 C.F.R Chapter V. Participant must notify the Air District in writing within 15 calendar days if Participant, household member, or agent, becomes the subject of any OFAC sanctions listings or related investigations.
- *Russian Sanctions (Executive Order N-6-22)*: Consistent with Executive Order N-6-22, the Air District may terminate a CCFA award and/or require repayment of funds if the State or Air District determines that the Participant is a target of economic sanctions related to Russia's actions in



Ukraine, or has engaged in transactions prohibited by applicable State or federal sanction laws. Termination shall remain at the discretion of the State or Air District.

Fraud

Participant is responsible for ensuring the accuracy of the information provided in their grant application and the required documentation submitted to the Air District. Submission of false information on any required document may be considered a criminal offense and is punishable under penalty of perjury under the laws of the State of California. The Air District may recoup funds that were dispersed based upon misinformation or fraud. The Air District retains the authority to prohibit any entity from participating in the Clean Cars for All Program due to non-compliance with project requirements or fraud. The Air District or its designee reserves the right to forward Participant information to the Franchise Tax Board or other appropriate agency. Participant should also be aware that the California False Claims Act permits the Attorney General to bring a civil law enforcement action to recover treble damages and civil penalties against any person who knowingly makes or uses a false statement or document to either obtain money or property from the State of California or local government entity or avoid paying or transmitting money or property to the State of California or local government entity.

Reports and Surveys

Participant agrees to submit an online report after the vehicle is purchased and at 12 months, 24 months, and 30 months from the date a vehicle is purchased or leased. Participants that submit an application and do not participate in the program shall also submit a survey. Participant agrees to submit reports to the Air District within 14 days of the report due date.

Ownership and Operation Period

Participant agrees to retain ownership of the replacement vehicle purchased or leased for a minimum of thirty (30) months from the date of purchase or lease. The vehicle must be registered in the State of California for duration of the 30-month ownership period.

Participants must notify the Air District within 15 days by emailing cleancarsforall@baaqmd.gov if for any reason they are not able to meet the ownership requirement, for reasons beyond their reasonable control or otherwise, and may be required to repay a prorated amount of the grant.

A Participant who is required to reimburse their vehicle grant may do so at a prorated amount, based on the length of time they have owned or leased the clean vehicle. A credit of \$2,000 will be applied to the prorated repayment amount to account for the vehicle that was scrapped through the program. This amount aligns with the Air District's Vehicle Buy Back Program, which provides \$2,000 for Bay Area residents to retire a qualifying operational vehicle. The prorated reimbursement will be calculated using Formula 1. If a Participant retains ownership of their vehicle, but no longer owns and operates their program funded EVSE, a prorated amount of the grant will be required to be reimbursed.

If the Air District determines that a Participant has misused EV charge card funds, failed to expend funds within the required timeframe, or otherwise violated program requirements, the Air District may cancel, suspend, or terminate the card and recapture any remaining funds. In addition, the Air District may seek repayment of all or a portion of the EV charge card funds already spent. Repayment will be calculated



using Formula 2, based on the number of months the card was validly used during the required 12-month period.

Participants must own e-bike(s) and accessory(ies) purchased for 12 months. If the Air District becomes aware that Participant sells their e-bike or accessories, the Air District will review the situation on a case-by-case basis and may seek a pro-rated reimbursement of the e-bike and accessories from a Participant, based on the length of time they have owned the e-bike. The number of months remaining will be rounded up if the partial month is over 15 days and rounded down if it is at or below 15 days. The prorated reimbursement will be calculated using Formula 3.

The Air District will use the following repayment formulas and round the number of months down to the nearest whole number.

Formula 1: \$ Vehicle, Adaptive Equipment, EVSE (home charger, portable charger, EV charge card)

Repayment Amount =

$$\frac{(\text{vehicle award} - \text{VBB scrap value}) + \text{EVSE award} + \text{Adaptive Equipment}}{30 \text{ months}} (30 - \# \text{ vehicle operational period months})$$

Formula 2: \$ Charging Card Repayment Amount =

$$\frac{\text{charge card award}}{12 \text{ months}} (12 - \# \text{ charge card operational period months})$$

Formula 3: \$ Ebike Repayment Amount =

$$\frac{e - \text{bike cost}(s)}{12 \text{ months}} (12 - \# \text{ ebike operational period months})$$

Participants who fail to reimburse a grant when required will not be eligible to participate in CCFA or any other Air District or CARB-funded incentive again and legal action may be taken to recoup funds. If Participant is unable to meet these requirements due to circumstances beyond the reasonable control of Participant, such as acts of God, pandemics, natural disasters or otherwise, Participant must immediately contact the Air District.

Change of Address

Participant must notify the Air District within 30 days if they move or change their address within the 30-month ownership period.

Extensions

Air District may grant extensions for deadlines to Participant on a case-by-case basis. Extensions are dependent on funding availability, necessity, and are not guaranteed.

Waitlists

Applying to the CCFA Program does not guarantee a grant. Grants are subject to available funding and applications may be cancelled or moved to a waitlist if no funding is available. If funds become available, grants will be given to qualified participants on the waitlist on a first come, first served basis, but the Air



District reserves the right to prioritize applications, based on objective factors, at its discretion. Participants on the waitlist must maintain eligibility for the program and the Air District may request additional information upon application review.

Indemnification and Assumption of Risk

Participant agrees that CARB is an intended third-party beneficiary to these Terms & Conditions. CARB will not mediate any disputes between Participant and the Air District. Participant agrees to indemnify and defend the Air District, CARB, and their Directors, employees, and agents against any and all claims, loss, damage, or liability that arise out of, or is in any way connected with, the installation or use of equipment purchased with CCFA grant funds. In addition, Participant agrees to assume all risk of damage to property or injury to persons that may occur from equipment purchased or work conducted that was paid for with CCFA grant funds.

Termination

The Air District may terminate applications or Award Letters at any time if funding is exhausted, Participants do not meet eligibility or program requirements, Participants do not meet required deadlines (e.g. requests for additional documentation or information or Award Letter has expired), or Participant has communicated they do not wish to move forward with the program.

Nondiscrimination

The Air District does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

Participant agrees to not discriminate against or harass any employee, or applicant for employment or housing, on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law, or unlawfully deny legally-protected leave. Participant agrees to comply with all nondiscrimination and civil rights rules and regulations, including but not limited to Government Code Code §11135, the Fair Employment and Housing Act (Gov't Code §12900 et seq. and implementing regulations at 2 C.C.R. 11000 et seq.), Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, Section 13 of the Federal Water Pollution Control Act of 1972, and U.S. EPA regulations at 40 C.F.R. Parts 5 and 7. Participants acknowledge that CARB's Civil Rights Policy applies to this Program and may be found at: <https://ww2.arb.ca.gov/california-air-resources-board-and-civil-rights>. Participant will allow the Air District, CARB, EPA or their representatives to access information necessary to ascertain compliance with these requirements.

Public Records Request and Audit



Participant understands and accepts that any information provided to the Air District may be subject to public disclosure. Participant agrees to cooperate with any Program audits or investigations, initiated by the Air District or CARB, including timely submission of any records.

Payment (Recapture) on Demand

Participant agrees to return award funds received to the Air District, within 60 days of notification from the Air District or CARB that there has been a wrongful payment, overpayment, or that Participant has violated or failed to comply with these Terms and Conditions. The remedies set forth in these Terms and Conditions are contractual in nature; nothing herein precludes the Air District or CARB from taking necessary enforcement or other legal action.

Survival

The provisions of these Terms and Conditions that by their nature are intended to survive termination or expiration, including Indemnification and Payment (Recapture) on Demand, shall survive termination or expiration.

Failure to provide true information or to adhere to any of the Clean Cars for All Program Terms and Conditions will result in forfeiture of the award. The Air District reserves the right to modify the Clean Cars for All Program Terms and Conditions at any time, to give effect to CARB issued Implementation Update Announcements or otherwise.

By signing below, I certify under penalty of perjury that all the information I have provided in my application is true and that I agree to comply with all of the Clean Cars for All Program Terms and Conditions:

Project Number: Base Request

Participant Name: Grantee Name First Name First

Participant Signature: _____ ***Date:*** _____