



COMMITMENT  
INTEGRITY  
LEADERSHIP

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## *California Air Resources Board:* **Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals**

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### **Recommendations:**

#### **1. Measure the Actual GHG Benefits of CARB's Transportation Programs**

- With limited time and resources available to meet the State's GHG goals, CARB must do more to identify the actual emissions reductions its transportation programs achieve.
- Currently, lack of data collection and measurement lead CARB to overstate the reductions from its incentive programs, which receive hundreds of millions of dollars each year from the State's cap-and-trade fund.

#### **2. Ensure That Programs Provide the Non-GHG Benefits CARB Claims**

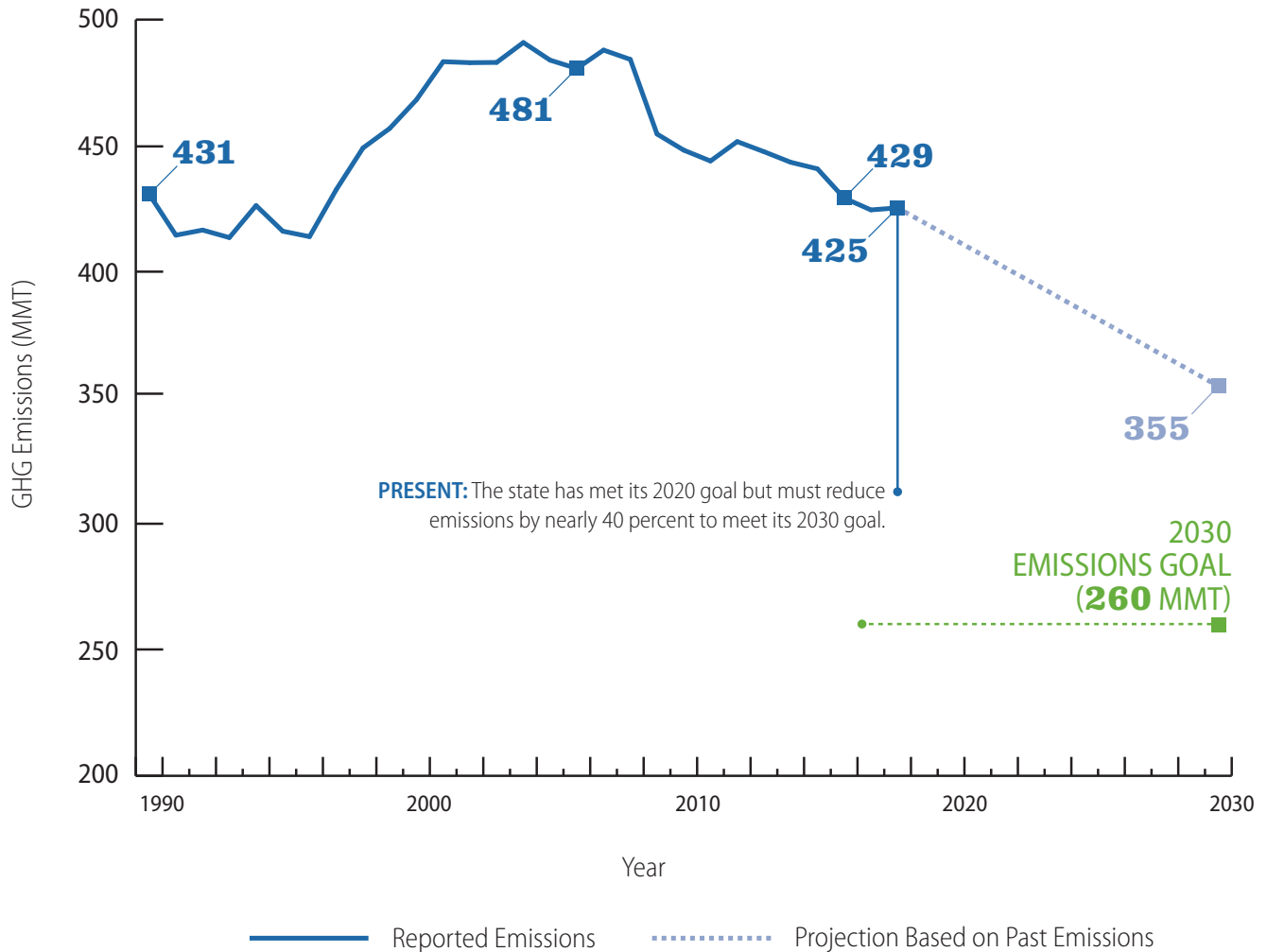
- Consistent with state law and its own guidelines, CARB operates transportation programs that focus primarily on providing socioeconomic benefits to participants.
- However, even though these programs may cost more, CARB has not taken sufficient steps to determine whether they provide the intended benefits—such as improving participants' financial stability.

#### **3. Provide Better Information to the Legislature to Guide California's Strategy**

- For the above reasons, CARB's current reporting to the Legislature is not adequate.
- The State needs better tools to balance its climate change priorities and guide its investments.

# California May Not Meet Its GHG Goals for 2030 and Beyond

For more information, see page 8 of our report.



- California may not meet its 2030 emissions reduction goal. Although other sources of emissions have declined, transportation emissions (which account for 40 percent of emissions) have increased since 2013.
- Because transportation-related emissions are the largest single source of GHG emissions in California, it will be necessary to accelerate their reduction for the State to achieve its goals.
- To reduce emissions from transportation sources, CARB operates regulatory and incentive programs.

# CARB Has Not Done Enough to Demonstrate Its Programs' Effectiveness in Reducing GHG Emissions

For more information, see page 19 of our report.

## Multiple factors contribute to CARB's GHG objectives:



- However, CARB does not coordinate its measurement of overlapping regulatory and incentive programs' performance.
- CARB also generally cannot demonstrate that its incentive programs reduce emissions by getting participants to do things they otherwise would not such as buying clean vehicles.
- As a result, CARB's reporting to the Legislature overstates the incentive programs' emissions reductions and obscures their true cost-effectiveness.

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## Recommendations

- **CARB should develop a process to define, collect, and evaluate data on the behavioral changes that result from each of its incentive programs.**
- **CARB should use this information to refine its GHG emissions estimates in its annual reports to the Legislature, the funding plans approved by its board, and any longer-term planning documents or reports.**
- **CARB should report annually to its board and the Legislature on its progress in isolating the GHG emissions reductions from each of its regulatory and incentive programs.**

# CARB Has Not Demonstrated That Its Programs Achieve the Socioeconomic Benefits It Claims

For more information, see page 44 of our report.

## CARB'S SOCIOECONOMIC GOALS

- Increase participants' credit scores
- Enable travel outside of communities
- Maximize economic opportunities

## METRICS CARB REPORTS

Dollars spent in disadvantaged and low-income communities.

**HOWEVER, CARB DOES *NOT* EVALUATE OR REPORT ON**

- Successful loan repayment and access to new credit opportunities.
- Greater access to food and health care through increased mobility.
- Improvements in employment status and income due to less expensive, more reliable transportation.

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### Recommendations

- CARB should review its incentive programs and clearly designate which programs focus primarily on socioeconomic benefits.
- CARB should develop a process to define, collect, and evaluate data that will translate to metrics showing the socioeconomic benefits that will result from each of the incentive programs.
- CARB should also report to the Legislature and its board on socioeconomic benefits its programs achieve and make funding recommendations based on programs' effectiveness in producing those benefits.