



## YES ON 30 CLEAN AIR CA

# Clean Cars and Clean Air Act Fact Sheet – Transit

### Supporters\*

American Lung Association

California Democratic Party

CA Electric Transportation  
Coalition

CA Environmental Voters

CAL FIRE Local 2881

Center for Community Action  
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Climate Resolve

Coalition for Clean Air

Courage Campaign

Lyft

Mary Nichols, former Chair -  
CA Air Resources Board

Natural Resources Defense  
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Move LA

Public Health Advocates

State Association of Electrical  
Workers - IBEW

State Building and  
Construction Trades Council  
of California

Union of Concerned Scientists

California cannot meet its climate goals or federally-mandated air quality standards without a generational, scaled investment in zero-emission transportation and wildfire prevention. Existing state and federal programs are not enough.

The transportation sector alone is responsible for over 40% of the state's greenhouse gas emissions, making it by far the biggest source of local and regional air pollutants. Thanks to exhaust from transportation and wildfires, California now has the worst air quality in the country, putting all of our health at risk.

Getting to 100% zero-emission vehicles (ZEVs) could cut transportation emissions by as much as 70% by 2035, but they remain unaffordable and inconvenient for most. So we continue to spew harmful fumes with every mile we drive and add to the public health crisis.

A recent [American Lung Association air quality report](#) gave nearly every county in the state a failing grade on either ozone pollution, particle pollution, or both.

Californians deserve to breathe clean, healthy air. To address this crisis and meet our climate and air goals, we must address the two largest sources of air pollution in California: transportation emissions and wildfires.

### **The Clean Cars & Clean Air Act: Healthier Air for All Californians**

A coalition of public health advocates, environmental groups, state firefighters, labor, and businesses are sponsoring the Clean Cars and Clean Air Act (CCCA) on this November's ballot to fight and prevent wildfires and drastically cut vehicle emissions.

The Act provides roughly \$100 billion in new revenue over 20 years to fund:

- Clean public transit with incentives for zero-emission buses, charging infrastructure, and transit passes for low-income communities;
- Increased access to clean mobility options like electric bikes, bike-sharing, and protected bike lanes
- Subsidies to help make light-, medium- and heavy-duty electric (EVs) and other zero-emission vehicles (ZEVs) more affordable;
- Development of infrastructure to ensure more convenient, affordable access to charging/fueling of light-, medium-, and heavy-duty EVs/ZEVs; and
- Wildfire prevention and suppression, including resilience measures to protect communities, homes, and businesses.



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The Act includes strict transparency and accountability measures to ensure the money is spent as intended, including 1) regular audits by the State Auditor, and 2) prohibiting the State Legislature from using these funds to supplant existing programs.

## **CCCA's Plan for Expanding Transit Options**

### ***Expanding Public Transit Charging and Fuelling Infrastructure***

With the CCCA, the California Energy Commission (CEC) may spend a significant portion of the funding (\$1B+ per year) on charging or fuelling infrastructure for medium and heavy-duty zero-emission vehicles. This includes charging or fuelling infrastructure for zero-emission buses and other zero-emission public transit vehicles.

After 5 years, CEC has no cap on what it could spend on charging or fuelling infrastructure for zero-emission medium and heavy-duty vehicles like zero-emission buses and other zero-emission public transit vehicles.

Incentives could even support overnight charging, fast charging, hydrogen fuelling, or any other zero-emission vehicle charging or fueling infrastructure.

### ***Public Transit Vehicle Incentives***

During the first five years after the CCCA is passed, the California Air Resources Board (CARB) may spend up to a third of its annual funding (roughly \$2B per year) on medium and heavy-duty zero-emission vehicles. This includes zero-emission buses and other zero-emission public transit vehicles.

After 5 years, CARB may adjust percentages and has no cap on what it could spend on zero-emission medium and heavy-duty vehicles like zero-emission buses and other zero-emission public transit vehicles.

Incentives may go to support the deployment of battery electric vehicles, hydrogen fuel cell vehicles, or any other zero-emission technology.

### ***Active Transportation***

Under CCCA, CARB may spend an additional portion of their allocated money on bike-share, e-bikes, protected bike lanes, and any other non-motorized transportation, including to support access to public transit.

### ***Transit Passes***

Finally, if CCCA is passed CARB may spend a portion of their allocated money on transit passes for the benefit of low-income or disadvantaged communities.



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## **Current Efforts Are Not Enough: We Need to Act Now**

California is far behind meeting its climate and zero-emission vehicle goals, even accounting for recent proposals and programs. Absent strong action today to boost our efforts, we will face more wildfires, worse air quality, and the consequences from both.

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Lyft

International Brotherhood of Electrical Workers

Zinc Collective

Funding details at [www.fppc.ca.gov](http://www.fppc.ca.gov)