

# CleanAirCA

## **CLEAN CARS AND CLEAN AIR ACT**

### **Clean Air for All Communities**

Climate change is devastating California with prolonged droughts and increasingly catastrophic wildfires that cost lives, destroy property, hurt our state's economy, ruin our air quality and damage public health. The air quality in California has become among the worst in the country, posing a hazard to public health and eroding the quality of life in every region of the state.

These impacts are felt by all Californians, but particularly by low-income and communities of color. All Californians deserve clean air.

To solve this crisis, we need to address two main sources of air pollution and climate change emissions in California: transportation and wildfires. We need an immediate, sustained investment to 1) prevent and fight wildfires, and increase community resilience, and 2) accelerate an equitable transition to clean transportation.

### **CCCA Act: Clean Air Programs with Progressive Funding and a Focus on Equity**

To address these issues, a coalition of labor organizations, environmental groups, firefighters, public health advocates, environmental justice organizations, and businesses are supporting the Clean Cars and Clean Air Act (CCCA) for the ballot this November. The Act provides roughly \$100 billion in new revenue over the next 20 years:

- 1) \$20 Billion to fight and prevent catastrophic wildfires.
- 2) \$35 Billion to expand EV and ZEV charging/fueling infrastructure.\*
- 3) \$45 Billion for subsidies to help consumers & organizations afford clean vehicles.\*

\*The Act requires that half of the funding for the vehicle and infrastructure investments (or approximately \$40+ Billion) benefits low-income and disadvantaged communities. The remaining funding prioritizes affordability for middle-income Californians, and the measure also provides billions for wildfire prevention, including "grants for home-hardening retrofits focused on low-income communities."

The funding source - increasing the tax on personal income in excess of \$2 million by 1.75%, affecting only about .1% of Californians - is also progressive. This ensures the funding comes from those most able to afford it and the costs are not passed through to low- and middle-income families in the form of higher prices.

### **Ensuring Equity: Funding Allocation**

The Act's focus on ensuring equity begins with its funding allocation: 50% of funding for the ZEV subsidies and charging infrastructure is reserved to benefit low-income and disadvantaged communities. Low-income communities also receive priority for grants to harden homes to protect them from wildfires.

The Act uses existing statutes and definitions for these communities:

- “low-income community” refers to census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits.
- “disadvantaged community” is tied to the California EPA’s disadvantaged communities database, which identifies communities based on geographic, socioeconomic, public health, and environmental hazard criteria, including areas disproportionately affected by:
  - Environmental pollution and toxic exposures;
  - High unemployment and low-income;
  - Low levels of homeownership and high rent burden; or
  - Low levels of educational attainment.

The Act essentially codifies the minimum 50% investment requirement in low-income and disadvantaged communities supported by environmental justice, equity, environmental, and public health advocates that would have been imposed on the Energy Commission’s Clean Transportation Program by legislation which did not pass last year - SB 726 (Gonzalez) and AB 1389 (Reyes) - and extends that requirement to new infrastructure programs that would be funded by the Act as well as the Air Resources Board’s vehicle and clean mobility programs funded by the Act.

### **Ensuring Equity: Program Design**

The Act’s focus on ensuring the benefits and funding flow to all communities extends to specific programs. The funding can go to existing programs or new programs, provided they meet the guidelines in the measure.

#### *Increasing Use of ZEVs and Other Zero-Emission Transportation Options in Low-Income Communities*

The Act tasks the Air Resources Board with achieving updated equity goals codified by the *Charge Ahead California Initiative* (SB 1275, de León, sponsored by Communities for a Better Environment, Coalition for Clean Air, The Greenlining Institute, Environment California, and NRDC):

- Purpose: “Providing access to, and affordability for, moderate-income, low-income and disadvantaged communities and consumers to ZEVs, to increase the placement of ZEVs in those communities and with those consumers to lower GHG emissions, enhance air quality, and promote overall benefits for those communities and consumers.”

Half of the ZEV funding goes to the “ZEV Equity and Air Quality Account” dedicated for projects, activities, and to benefit people in low-income and disadvantaged communities, such as:

- Zero-emission school buses and zero-emission transit buses;
- Incentives for government and businesses to buy medium-, heavy-duty, and off-road agricultural and construction EVs and ZEVs;

- Financing assistance and incentives to help those without access to capital or credit acquire new and used EVs and ZEVs;
- Help for people to retire old polluting vehicles and replace them with new and used EVs and ZEVs or other clean mobility options;
- Help for agricultural workers and others to utilize zero-emission vanpools; and
- Increase access to non-auto clean mobility options, including subsidies for the purchase of electric bikes or transit passes, and supporting bike lanes and equitable access to bike sharing.

This funding will be available to dramatically expand the zero-emission investments in existing equity-forward CARB programs such as Clean Mobility Options and Clean Cars 4 All, as well as expanding the zero-emission investments in the Hybrid and Zero-emission Truck and Bus Voucher Incentive Program (HVIP).

### Increasing ZEV Charging /Fueling Infrastructure

The Act tasks the California Energy Commission with achieving the equity goals codified by the *Charge Ahead California Initiative* (SB 1275), modified to focus on infrastructure:

- Purpose: “Increasing access for disadvantaged, low-income, and moderate-income communities and consumers to passenger ZEV fueling infrastructure, and to increase the placement of that passenger ZEV infrastructure in those communities and with those consumers in order to lower GHG emissions, enhance the air quality, and promote overall benefits for those communities and consumers.”

Similarly, half of the ZEV Infrastructure funding goes to a dedicated Infrastructure Access Account to benefit communities of color and low-income communities, including dedicated funding for multifamily dwelling properties and fast-charging sites near multi-family dwellings, ensuring renters benefit from the funding. This funding will be available to dramatically expand existing equity-forward CEC programs such as Reliable, Equitable, and Accessible Charging for multi-family Housing (REACH), which prioritizes installing charging equipment in multi-family affordable housing developments in low income or disadvantaged communities.

### **Transparency and Accountability**

The programs that will be funded pursuant to this measure are informed by public processes that allow for significant stakeholder input, and are subject to oversight by advisory committees that include representation from public-interest groups. The Act also requires biennial audits by the State Auditor and performance audits by the State Controller to ensure transparency, accountability and ultimately that the funding and benefit goes to communities as required.

For more information, please contact [info@cleanairca.org](mailto:info@cleanairca.org) or visit [www.cleanairca.org](http://www.cleanairca.org).

Ad paid for by Clean Air California, a Coalition of Rideshare Companies, Labor, and Environmental Groups. Committee Major Funding from:

Lyft

California State Association of Electrical Workers

California Environmental Voters

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