

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY
ANNUAL ADVOCACY TRIP – SACRAMENTO, CA
FEBRUARY 6-7, 2023**

SUPPORT MEASURES FOR QUICKER ADOPTION OF CLEANER VEHICLES

ISSUE: Emissions from vehicle tailpipes are among the greatest barriers to clean air in the state of California, and this is especially true in Riverside and San Bernardino counties. Cars, trucks, off-road equipment, and the fossil fuels that power them account for about 80% of smog-forming nitrogen oxide (NOx) emissions, 90% of diesel particulate matter emissions, and nearly 50% of green-house-gas (GHG) emissions.

ACTION: The State of California needs to invest heavily in zero-emission trucks, buses, freight equipment, and light-duty equity projects like Clean Cars 4 All, which subsidizes low-income drivers who replace older cars with newer and more advanced clean cars. The State should also invest in mobility projects like electric vehicle (EV) car-sharing and e-bike incentives that enable clean mobility for those who do not own cars.

BACKGROUND: Vehicle emissions prevent most of California from meeting national ambient air quality standards set to protect public health, with the South Coast having the worst smog in the entire country. That means nearly all Californians encounter unhealthy air quality days. That results in lost days at school, emergency room visits and hospitalizations, and lost days at work, not to mention human suffering.

A 2008 study that remains relevant conservatively estimated that pollution in the San Joaquin Valley and the Los Angeles air basin results in a cost of about \$28 billion annually. Fine particulate matter produced by diesel trucks is particularly health-threatening. It is responsible for about 95% of pollution-related health impacts in the world. In California, communities of color are most burdened by this diesel truck pollution.

Fortunately, the State has consistently taken action to reduce emissions from the vehicle sector and is a world leader for its vehicle emissions reduction regulations. The State has also learned, through years of experience and through observation of policies in other countries, that a consistent flow of incentives is important to ensure and accelerate consumer demand for clean vehicles and to advance clean technology. These incentives include vehicle purchase rebates and vouchers, reliable and available vehicle fueling infrastructure, and pilot and demonstration projects for advanced technologies. The State has also launched innovative equity projects to bring clean mobility to disadvantaged communities, including scrap-and-replace incentives, EV car-sharing, and rural school buses.