

CEJA Principles for Clean Transportation Investments

- **Investments must be coupled with strong mandates.** Subsidies and other incentives can play an important role in promoting emission reductions, but must be accompanied by clear regulatory requirements and targets.
- **Investments should prioritize zero-emissions technologies.** California should invest in zero emissions vehicles, equipment, and supporting infrastructure at freight/logistics hubs and along trade corridors. Combustion technologies, including natural gas and renewable natural gas powered vehicles, should not be eligible for incentive funding.
- **Investments should prioritize technologies that have highest criteria, toxic and greenhouse gas reduction outcomes.** Particularly when funded through climate investments, California must ensure our investments are resulting not only in reduced criteria and toxic air emissions, but also reduced greenhouse gases.
- **Investments must avoid creating new burdens.** California must carefully assess any unintended negative consequences of our climate investments and ensure they do not cause any burdens in the very communities they are trying to help. Potential negative impacts include localized air quality impacts from new infrastructure and displacement.
- **Investments should prioritize community-led transportation solutions.** Residents of the most impacted communities are developing and piloting innovative new transportation solutions to meet the needs and issues of their communities. Investments should prioritize solutions developed through long-term community engagement.
- **Investments should help increase clean transportation access and reduce adoption barriers to clean vehicles.** This includes ensuring affordable clean vehicle options as well as accessible mass transit options.
- **Investments must address the mobile source magnets in communities.** Many environmental justice communities experience the congregation of thousands of vehicles and diesel trucks at a time with devastating health consequences. California must adopt indirect source regulations to clean up toxic freight facilities and then use investments to help these facilities meet those requirements.

