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COLTURA

April 9th, 2021

Subject: Securing an Equitable Clean Transportation Future

Dear Members of the Senate Transportation Committee & Senate Budget Sub-Committee #2,

We urge the legislature to fully fund needed clean transportation programs and require those investments be made in historically disadvantaged and low-income communities.

The Charge Ahead California Initiative established by SB 1275 (2014, de León) made it state policy to electrify the transportation sector in a manner that ensures all Californians, especially those who are most impacted by vehicular air pollution realize the benefits electric vehicles can provide. Largely as a result of that legislation, California has a rich portfolio of well-utilized equity-focused programs designed to increase access to zero-emission vehicles and mobility in disadvantaged and low-income communities

These light-duty vehicle programs are complemented by critical zero-emission medium- and heavy-duty vehicle programs that displace toxic diesel emissions that disproportionately impacts low-income communities and communities of color that often live near freeways, ports, railyards, warehouses and other facilities.

All of these efforts require charging and fueling infrastructure. According to a legislatively-required California Energy Commission (CEC) report, the state will need over 1.5 million public and shared private chargers for light-duty vehicles and 157,000 fast chargers for medium and heavy-duty vehicles in 2030. The report finds that charging infrastructure deployment is lagging vehicle sales, and this gap may stymie progress toward the state's public health, climate, and equity goals.

Accordingly, we recommend the legislature:

- **Codify equity requirements to ensure:**
 - At least half of the CEC's Clean Transportation Program budget be used to support transportation electrification for the primary benefit of or primarily serving residents of disadvantaged or low-income communities (e.g. increasing access to charging at single-family and multi-family homes in those communities);
 - At least half of those projects and associated charging and refueling stations be located in disadvantaged or low-income communities;
 - And no less than 30 percent of projects support zero-emission medium- and heavy-duty vehicles.
- **Increase the governor's request for \$150 million for transportation equity projects to \$200 million.** The programs described above expand the benefits of clean mobility to all Californians and should be funded at a level that meets program demand. The legislature should also require the Enhanced Fleet Modernization Program focus on zero-emission vehicles.
- **Approve the governor's request \$315 million for clean trucks, buses and off- road equipment.** As noted above, tailpipe pollution produced by diesel medium and

heavy-duty vehicles is particularly health-threatening. Communities of color are most burdened by this diesel pollution.

- **Reauthorize the Clean Transportation Program and Air Quality Improvement Program (AB 118/AB 8)**, which provides incentives to support innovation and accelerate the development and deployment of advanced transportation technologies and fueling infrastructure. We support the securitization of \$1 billion of these future revenues to support the expansion of the CEC's Clean Transportation Program that include equity requirements.

Thank you for your consideration,

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