



Long Beach Alliance for Children with Asthma

May 13, 2021

The Honorable Gavin Newsom, Governor  
State of California  
State Capitol, Suite 1173  
Sacramento, CA 95814

The Honorable Toni Atkins, President Pro  
Tempore  
California State Senate  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable Anthony Rendon, Speaker  
California State Assembly  
State Capitol, Room 219  
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair  
Senate Budget Committee  
State Capitol, Room 5019  
Sacramento, CA 95814

The Honorable Phil Ting, Chair  
Assembly Budget Committee  
State Capitol, Room 6026  
Sacramento, CA 95814

**Re: State Budget Support for Zero-Emission Vehicles and Infrastructure**

Dear Governor Newsom, President Pro Tempore Atkins, Speaker Rendon, Chair Skinner, and Chair Ting:

We applaud the emphasis that each of your offices has placed on taking concrete steps and making bold investments to address dirty air and climate change. The need for state investment to accelerate zero-emission (ZE) vehicle adoption has never been more urgent, nor has the state ever had the means, as it does today, to enact change. The state surplus presents a once in a lifetime opportunity to lay the strong foundation for an accelerated and equitable transition to a zero-emission freight transportation system.

The entities listed below represent a broad coalition of stakeholders that firmly believe a major investment in zero-emission goods movement vehicles and supporting infrastructure must be made in the 2021-22 budget. We urge you to dedicate *an additional* \$2.25 Billion towards the state's transition to zero-emissions for drayage trucks and cargo handling equipment. This aligns with Executive Order N-79-20, our urgent need for clean air, the Transportation Electrification Partnership's target for 40% ZE drayage trucks by 2028, and our ambitious yet achievable shared goals of achieving 100% ZE cargo handling equipment and drayage trucks. State investment, coupled with supporting regulation and policies can ensure establishment of a strong market for ZE freight vehicles. Investments are needed in vehicles, supporting infrastructure, workforce training to operate and maintain zero-emission equipment and infrastructure, and a means to offset the insurance costs for these new vehicles. Specifically, we are asking for the 2021-22 California budget to include:

- \$1 Billion for the California Air Resources Board’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Zero and Near Zero-Emission Freight Facilities (ZANZEFF), and Clean Off-Road Equipment (CORE) programs to fund human operated zero-emission drayage and cargo handling equipment;
- \$1 Billion for the California Energy Commission to fund charging infrastructure that supports EO N-79-20 implementation at California’s container ports;
- \$100 Million for expanding the availability and affordability of zero-emission drayage truck insurance for truck owners/drivers; and
- \$150 Million for workforce training to maintain and operate zero-emission goods movement vehicles and supporting equipment.

In addition to investment in equipment and infrastructure, we believe complementary investment to ensure that the jobs associated with our transition are captured here in California, especially in underserved and frontline communities. Creation of green jobs must be supported by this level of investment; so too should the transition of incumbent workers into the new, greener goods movement system. The existing supply chain workforce is comprised of millions of middle-class Californians. The state must play a stronger role in funding the transition to zero-emission heavy duty trucks and equipment and building the supporting infrastructure to build strong local economies while fighting climate change and cutting air pollution.

We share your goals of reducing greenhouse gas emissions, improving air quality and public health, and transitioning to zero-emission vehicles and cargo handling equipment. Our commitment to this goal is evident in our collective global leadership to innovate and implement cutting-edge emission reduction practices. To continue this trajectory, it is imperative that the state’s policy leadership be accompanied by major fiscal investments to achieve these goals.

We look forward to continuing to work with your offices and stakeholders on additional policy issues accompanying fleet transition; however, we believe the time is now for the State of California to embrace its unique role in making bold “market maker” investments. This is a once in a lifetime opportunity to make the essential steps towards stemming climate change with new, clean technologies.

Thank you for your consideration,

A3PCON (Asian Pacific Planning and Policy Council) Environmental Justice Committee  
 Bay Area Council  
 BYD  
 California Association of Port Authorities (CAPA)  
 California Business Alliance for a Clean Economy  
 Communities for a Better Environment  
 EarthJustice  
 East Bay Community Energy  
 East Yard Communities for Environmental Justice  
 Environmental Defense Fund (EDF)

Harbor Trucking Association  
International Longshore and Warehouse Union – Locals 13, 63 and 94  
Long Beach Alliance for Children with Asthma (LBACA)  
Long Beach Mayor Robert Garcia  
Los Angeles Area Chamber of Commerce  
Los Angeles County Supervisor Janice Hahn  
Los Angeles County Truck and Bus Coalition  
Los Angeles IBEW/NECA Labor Management Cooperation Committee (or LMCC)  
Los Angeles Mayor Eric Garcetti  
Los Angeles City Councilmember Joe Buscaino  
Los Angeles Clean Tech Incubator (LACI)  
Los Angeles Department of Water and Power (LADWP)  
PCS Energy  
People’s Collective for Environmental Justice  
Port of Hueneme  
Port of Oakland  
Port of Long Beach  
Port of Los Angeles  
Port of Richmond  
Port of San Francisco  
San Pedro and Peninsula Homeowners Coalition  
Sierra Club  
Southern California Edison  
Union of Concerned Scientists  
Urban Movement Labs  
Warehouse Worker Resource Center  
XOS Trucks