

DOCKETED

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**CCA comments on 2020â€“2023 Investment Plan Update for the
Clean Transportation Program**

Additional submitted attachment is included below.



July 2, 2020

Patricia Monahan
California Energy Commission
1516 9th Street
Sacramento, CA 95814

Re: 2020–2023 Investment Plan Update for the Clean Transportation Program

Dear Commissioner Monahan:

As a member of the Clean Transportation Program Advisory Committee, I want to take this opportunity to put in writing the comments I made at our virtual meeting on June 19. The Lead Commissioner Report presents a well-considered plan for maximizing the value of CEC’s investments in clean transportation at a time when those investments are more vital than ever, since our communities are battling both a recession and the respiratory infection that brought it on. I agree with the wisdom of focusing mainly on light-duty infrastructure in the next year, and then ramping up infrastructure for medium and heavy-duty vehicles in coming years as zero-emission trucks and buses replace diesel-spewing models.

We know that California’s economic, public health and environmental crises are falling disproportionately on low-income communities of color. Therefore, job-creating, pollution-reducing investments should be channeled toward those communities that have been victims of historic disinvestment and are now being the hardest hit by the recession, pandemic, air pollution and climate change.

For this reason, **Coalition for Clean Air asks that you seek to maximize investments in disadvantaged and low-income communities, and that you set a binding minimum of at least 50% of the clean transportation dollars under CEC control being spent within those communities.** Disadvantaged and low-income communities are defined by AB 1550 (Gomez, 2016), an update of SB 535 (De León, 2012). These definitions should be used, as they were set in law by the legislative process and have applied for years to the Greenhouse Gas Reduction Fund. As you heard, many members of the Advisory Committee agreed with this position during our June 19 meeting. Environmental justice requires that we provide clean mobility and clean freight to those who have too often been the last in line to benefit from advanced technologies.

Respectfully,

A handwritten signature in black ink that reads "Bill Magavern". The signature is written in a cursive, flowing style.

Bill Magavern
Policy Director