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ZEV Infrastructure Funding

Additional submitted attachment is included below.

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August 30, 2021

Ms. Patricia Monahan
Commissioner, Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Re: SB 129 ZEV Infrastructure Funds should support ZEV Fleets, ZEV Car-Sharing, ZEV Autonomous Vehicles, and communities most impacted by particulate pollution

Dear Commissioner Monahan,

I am writing to provide some comments on the California Energy Commission's (CEC's) Zero Emission Vehicle (ZEV) Infrastructure Funding Plan. I am pleased the Legislature successfully allocated a significant amount of funding to the CEC via SB 129, amplifying your exemplary efforts to date to deploy ZEV infrastructure. Given the United Nations Intergovernmental Panel on Climate Change's most recent assessment, the urgency to act boldly and quickly in reducing emissions – particularly from the grossly-polluting transportation sector – is more pressing than ever. As the transportation sector continues to evolve, the CEC will play a critical role in ensuring that transportation modes like public and private vehicle fleets and car sharing services go fully zero-emission. To that end, I write to you to ask that you consider three pieces of related legislation passed and signed in recent years as you develop the ZEV Infrastructure Funding Plan: **SB 498 (Statutes of 2017)** which encourages owners of fleet vehicles to move to ZEVs and **SB 1014 (Statutes of 2018)** which required car sharing services to reduce their emissions per passenger-mile-travelled. I also ask that you consider which communities are the most impacted by diesel and vehicle particulate matter when determining where to prioritize infrastructure spending.

First, transitioning various publically and privately-owned vehicle fleets to ZEVs offer a unique opportunity to reduce GHGs and improve local air quality. Fleet owners purchase

vehicles much more frequently than individuals – and many new transportation models of the 21st century like car sharing and autonomous vehicles are considering vehicle fleet models. Existing and future fleet operators need confidence that they will be supported with clean fueling options if they are to shift to ZEVs. SB 498 (Statutes of 2017) required the CA Air Resources Board (CARB) to publish a report on how to maximize the effectiveness of the state’s existing programs to expand the use of ZEVs in vehicle fleets, achieve the greatest reduction in GHG emissions, and maximize improvements to air quality. I ask that you review the recommendations in this report, and consider funding for infrastructure that will support ZEV fleet charging and fueling¹.

Second, as you well know, CARB’s adoption of the Clean Miles Standard regulation in its implementation of my SB 1014 will be an important contributor to our zero emission transportation future, supporting Governor Newsom’s 2035 ZEV executive order and the state’s goal to be carbon neutral by 2045. Emissions from car sharing services are significant, and are growing in many of our communities. According to your agency’s analysis via AB 2127, the Bay Area, greater LA region, and San Diego County will need more than 2,000 additional DC fast chargers to serve ride-hailing EVs alone². RMI also predicts that the greater LA region will need to increase its public DC fast chargers by 3-6 times by 2030 to meet growing demand³. Most other large cities have similar infrastructure charging needs for the future. And both urban and rural communities could benefit from more Level 2 chargers for ride-sharing drivers to cost-effectively charge overnight, especially for those living in multi-family dwellings⁴.

Finally, I ask that as the CEC consider where to prioritize funding for ZEV infrastructure, you consider the communities that are most impacted by diesel and vehicle particulate matter. These communities – surrounding our ports, our highways, and our goods movement corridors – are exposed daily to air pollution that causes asthma, heart disease and cancer. Their health suffers due to the economic gains of others. Children are at particular risk, because they breathe faster than adults and therefore suffer from increased exposure to toxic air pollutants. Child exposure to air pollution can lead to lower cognitive test outcomes, negative impacts on motor development, and permanent damage developing lungs⁵. Our state owes it to these

¹ CA Air Resources Board. *Draft Assessment of CARB’s Zero-Emission Vehicle Programs per SB 498*. December, 2019. <https://ww2.arb.ca.gov/resources/documents/draft-assessment-carbs-zero-emission-vehicle-programs-sb-498>

² AB 2127 Commission Report Figure Results. Figures 17 and 18.

³ John Schroeder, Edward J. Klock-McCook, Shenzhen Li, Ross McLane, and Dave Mullaney. *EV Charging for All: How Electrifying Can Spur Investment in a More Equitable EV Charging Network*. RMI. June 2021. Page 21. www.rmi.org/insight/EV-charging-for-all

⁴ John Schroeder, Edward J. Klock-McCook, Shenzhen Li, Ross McLane, and Dave Mullaney. *EV Charging for All: How Electrifying Can Spur Investment in a More Equitable EV Charging Network*. RMI. June 2021. Page 20. www.rmi.org/insight/EV-charging-for-all

⁵ World Health Organization, *More Than 90% of the World’s Children Breathe Toxic Air Every Day*. October, 2018. <https://www.who.int/news/item/29-10-2018-more-than-90-of-the-worlds-children-breathe-toxic-air-every-day>

communities to invest in transitioning vehicle traffic through these corridors to ZEVs quickly.

I'd like to commend the CEC for their hard work in the sphere of transportation electrification and zero emission vehicle expansion. Your work to date has been impressive, and I am confident the CEC is up to the task of helping to shape our clean transportation future. Thank you for your consideration of my comments, and please contact my staff with any questions: Katerina.Robinson@sen.ca.gov.

Sincerely,

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

Nancy Skinner
CA State Senator, SD-09