

DOCKETED

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June 12, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for Electric Charging Portions of the West Coast Truck Charging and Fueling Corridor Project through the US Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity 693JJ323NF00004

Dear Secretary Buttigieg:

I currently serve on California's Disadvantaged Communities Advisory Group's (DACAG) as a Transportation Electrification Subject Matter Expert. My professional expertise in transportation electrification is based on my role as Chair of Earthjustice's Transportation Practice Group and my advocacy to advance zero-emission transportation and clean air policies for nearly two decades. The California Energy Commission and Caltrans briefed me on this project, and I – in my individual capacity – support the electric vehicle charging portions of the application of the States of California, Oregon, and Washington to the United States Department of Transportation's (USDOT) \$700 million Fiscal Years 2022 and 2023 Notice of Funding Opportunity for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for the West Coast Truck Charging and Fueling Corridor Project.

This multistate project will support early deployment of infrastructure for zero-emission trucks along the West Coast. This first-of-its-kind project will enable zero-emission trucking from Mexico to Canada, linking ports and major freight centers in California, Oregon, and Washington. The project will play a critical role in alleviating significant air pollution and global warming emissions associated with medium- and heavy-duty vehicles GHG. The cities and regions that will benefit from this project constitute the majority of the most polluted areas in the United States, based on the major categories of air pollution tracked by the American Lung Association. This project will further support key policy actions in California, Oregon, and Washington that require the sale of zero-emission trucks beginning in model year 2024. This project will be critical to scaling the zero-emission truck industry and job creation expected with this transition.

Formation of the DACAG was called for in Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015. The 11-member group meets several times a year to review CPUC and CEC clean energy programs and policies to ensure that disadvantaged communities, including tribal and rural communities, benefit from proposed clean energy and pollution reduction programs. Group members such as myself are appointed to represent disadvantaged communities. The DACAG has identified Transportation Electrification as a priority area to advance the interests of disadvantaged communities in California.

I cannot provide a letter of support on behalf of the DACAG without full DACAG approval by majority vote at a public meeting. However, the next public meeting of the DACAG will not occur until after the due date for this letter in support of the multi-state application. Please accept this letter in my individual capacity. I do intend to present this letter to the DACAG for discussion and possible approval at the June 16, 2023 meeting. If the DACAG approves the letter, I hope you are able to acknowledge it as well, when considering the merit of the West Coast Truck Charging and Fueling Corridor Project application submitted by California and its partner states.

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Please do not hesitate to reach out if you have questions about the DACAG or my position on this item.

Sincerely,

A handwritten signature in black ink that reads "Adriano L. Martinez". The signature is written in a cursive style with a long horizontal flourish at the end.

Adriano L. Martinez

Member in my Individual Capacity

Disadvantaged Communities Advisory Group