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*Comment Received From: Vanessa Rivas Villanueva
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**Letter of Support for Tri-state Proposal and Electric Charging
Portions of the Drayage Proposal**

Additional submitted attachment is included below.



August 20, 2024

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

Re: Support for the West Coast Truck Charging Corridor Project and the Electric Charging Portions of the Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Project through the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity 693JJ324NF00017

Dear Secretary Buttigieg:

On behalf of the undersigned organizations, we write to express our support for California, Oregon, and Washington's application to the United States Department of Transportation's (USDOT) Fiscal Year (FY) 2024 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for the West Coast Truck Charging I-5 Corridor Project as well as the electric charging portions of the California Energy Commission's (CEC) Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Project. We have reviewed summaries of the proposals and support the effort to expand electric charging sites in the States of California, Oregon, and Washington.

The proposed Projects will play a crucial role in alleviating significant air pollution and global warming emissions associated with medium- and heavy-duty vehicles by embracing the vision of transitioning to a zero-emission future. The regions that will benefit from the increased availability of reliable charging infrastructure constitute the majority of the most polluted areas in the United States. The two Projects will support the 2024 to 2027 priority "hubs" build-out identified in the recently released [National Zero-Emission Freight Corridor Strategy](#). The Tristate Project will support the deployment of electric truck charging sites at critical hubs along the I-5 Corridor, where demand is projected to be highest in the

upcoming years. The charging infrastructure will link major freight centers in California, Oregon, and Washington. This Project will further support key policy and regulatory actions in all three states that require the sale of zero-emission trucks and help scale the zero-emission truck industry and job creation expected with the West Coast's transition to zero-emissions.

California's Medium- and Heavy-Duty Drayage Infrastructure Project will significantly enhance the availability and accessibility of electric charging infrastructure along key transportation corridors in California where reductions in nitrogen oxides are desperately needed. The upcoming months are essential for California to deploy infrastructure to provide sufficient charging capacity that is needed for California's zero-emission regulations. The Project will be instrumental in supporting the drayage truck activity at the Ports of Los Angeles, Long Beach, San Diego, Hueneme, Oakland, Stockton, and Humboldt and the land ports of entry located along the California-Mexico border. Importantly, increased charging infrastructure for medium- and heavy-duty vehicles will deliver substantial environmental and economic benefits to near-port communities and communities along key transportation corridors that are exposed to disproportionately high levels of pollution and harmful emissions.

The undersigned organizations have worked for decades to improve air quality in some of the nation's most polluted regions. Many of our organizations have members who live near freight corridors, ports, and distribution centers in California and experience daily health impacts from freight pollution. The freight and logistics industry has polluted the air that millions of people breathe for far too long. As this industry continues to grow, our communities face increasing rates of asthma, cancer, heart disease, and premature death. Investing in medium- and heavy-duty charging infrastructure is among the most important ways to provide benefits to disadvantaged and low-income communities, considering the disproportionate impact diesel trucks have on these communities.

Federal support, such as the CFI program, is necessary to ensure California meets long-overdue clean air standards. This funding is needed now more than ever. Earlier this year, the U.S. Environmental Protection Agency strengthened the national ambient air quality standard for particulate matter. This more stringent standard reinforces the need to invest more intentionally in medium- and heavy-duty infrastructure. Our organizations intend to engage with the agencies implementing these Projects to ensure both Projects are informed by meaningful community consultation, including choosing the proper siting of the infrastructure and advancing strong workforce standards for installing, operating, and maintaining charging infrastructure.

We want to thank USDOT for considering these Projects and look forward to working together to advance a clean air future for millions.

Sincerely,

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