



November 12, 2021

Honorable Gavin Newsom
Governor of California
State Capitol, Room 1137
Sacramento, CA 95814

RE: 2022-2023 State Budget Investments in Clean Air and Climate Programs

Dear Governor Gavin Newsom:

On behalf of the American Lung Association, I am writing to thank you for your leadership and cooperation with the Legislature to develop the historic \$15 billion 2021-2022 climate package, which will support important clean air programs. As the 2022-2023 budget cycle starts, we urge you to continue building on the progress made last year and keep investing in programs that clean air, fight climate change, and most importantly protect our health.

Despite decades of progress, Californians face the most difficult pollution challenges in the United States. *The American Lung Association's State of the Air 2021* report found that California is home to seven of the ten U.S. cities with the worst ozone and six of the ten most impacted by particle pollution. Ozone and particle pollution contribute to thousands of premature deaths annually in California along with asthma attacks, heart attacks, strokes, lung cancer, and other health emergencies. California children, seniors, lower-income communities, and communities of color face elevated risks.

Given that the transportation sector is the leading source of climate emissions and smog- and particle-forming NOx emissions in California, the rapid phase down of transportation pollution is critical to meeting clean air and climate standards. *Investment in eliminating diesel health impacts, transitioning equitably to zero-emissions, and building safe and healthy mobility choices for all California communities are essential complements to strong, direct rules to cut harmful emissions:*

Eliminating Diesel Health Impacts Heavy-duty trucks produce more than half of the on-road NOx and fine particle emissions in California, despite only making up 3 percent of the on-road vehicles. The 2022-2023 budget should invest in eliminating the health harms of diesel emissions in the following ways:

1. *Invest in Accelerating Retirement of Older Trucks:* Invest in grant programs to accelerate the retirement of trucks reaching full useful life as established under Senate Bill 1 (2017, Beall) at 800,000 miles, between 13-18 years from certification. The Lung Association and many in the health and clean air advocacy community are calling for CARB to develop a truck retirement policy in the near term. In advance of that policy, we urge you to include new funding to accelerate the retirement of the oldest, highest polluting trucks.
2. *Fully support the implementation of Heavy-Duty Truck “Smog Check”* In 2019, you signed Senate Bill 210 (Leyva) into law to create a multi-agency effort to implement the Heavy-Duty Inspection and Maintenance program at CARB. CARB, DMV, and CHP have roles in implementing this lifesaving “Smog Check for Trucks” which represents the single most health-protective measure being considered by CARB in over a decade. The 2022-2023 state budget must ensure adequate staffing and IT resources are available to set up the program for full implementation as planned.

Increase Investment in Equitable Zero Emission Transportation Transitioning this sector to zero-emissions is vital to the health of all Californians, and especially communities most heavily impacted by the burdens of pollution. We ask that you use the historic 2021-2022 investments as a foundation to increase programs to accelerate zero-emission technology deployment in the light-, medium- and heavy-duty sectors, as well as the off-road sector. The full transition to zero-emission transportation must remain a top priority, with specific focus on ensuring the benefits of these accrue in California's most disadvantaged communities. To accomplish these goals, the state budget should:

- Increase investments to accelerate deployment of medium and heavy-duty zero-emission technologies
- Increase near-term funding and longer-term certainty for equity-based mobility programs, including Clean Cars 4 All
- Support reauthorization AB 8 Incentive Funding programs in 2022
 - Ensure half of Clean Transportation Funding for infrastructure is invested in, and directly benefits, disadvantaged and low-income communities

Investing in Healthy Communities and Healthy Transportation

The latest Greenhouse Gas Emissions Inventory for California notes that ongoing increases in vehicle miles traveled are having a dampening effect on the progress made by cleaner fuels and engine technologies. Simply put, land use and transportation planning must align with emission reductions to protect health, provide equitable access to a range of healthier mobility options, and support a sustainable transportation system that works for all

Californians. Your Executive Order N-19-19 clearly directed state funding to align with the Climate Change Scoping Plan and to improve health – again, we applauded this direction and have engaged closely in the development of the Climate Action Plan for Transportation Infrastructure at the California State Transportation Agency. The 2022-2023 budget should enhance opportunities for transit, active transportation, infill, and other projects that reduce vehicle miles traveled and associated emissions while providing safe, practical, and affordable mobility choices to all California communities.

Clean Air Investments Must Complement Strong Regulations

Further, we are deeply engaged in the regulatory process related to zero-emission technologies and urge you to continue to position California as a global leader in this space. We are actively tracking the development of CARB's Advanced Clean Cars II and Advanced Clean Fleets programs and believe these policies must set greater near-term EV sales requirements on the path to the full transition to zero-emission technologies called for in your Executive Order N-79-20. We support the strongest possible implementation of CalSTA's CAPTI framework, and strengthening of California's Sustainable Communities and Climate Protection Law (SB 375, Steinberg, 2008), which has so far struggled to deliver on its promise of healthier communities. Finally, CARB is developing life-saving diesel reduction measures (Commercial Harbor Craft, Smog Check for Trucks) that must be adopted to cut cancer risk in disadvantaged communities, support air quality improvements, and save thousands of California lives, most notably the Truck Smog Check. We offer our strong support for maintaining the direction to zero-emissions, healthier communities, and rapid elimination of combustion health impacts.

Your Executive Orders N-19-19 and N-79-20 reflect the urgency of reducing both combustion impacts, and vehicle miles traveled to build the sustainable transportation system Californians deserve, and that public health demands. We look forward to seeing continuing bold investments for clean air and climate change in the budget.

Please contact Will Barrett at the American Lung Association with any questions at William.Barrett@Lung.org.

Sincerely,

Will Barrett
Senior Director, Clean Air Advocacy

Mariela Ruacho
California Clean Air Advocacy Manager