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Assembly California Legislature



KEN COOLEY
ASSEMBLYMAN, EIGHTH DISTRICT

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CHAIR: RULES
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INSURANCE
PUBLIC EMPLOYEES, RETIREMENT,
AND SOCIAL SECURITY
ALFRED E. ALQUIST SEISMIC
SAFETY COMMISSION

November 17, 2021

Chair Liane M. Randolph
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Innovative Small e-Fleets Proposal for the HVIP Program

Dear Chair Randolph and California Air Resources Board Members:

I am writing to support the Innovative Small e-Fleets proposal included in the 2021-22 Funding Plan for Clean Transportation Incentives. Specifically, the Innovative Small e-Fleets proposal would set aside \$25 million within the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) to fund incentives geared towards small trucking fleets and independent owner operators.

As importantly noted in the staff analysis, adding Innovative Small e-Fleets to HVIP will enable the California Air Resources Board to implement new and innovative mechanisms including flexible leases, peer-to-peer truck sharing, truck-as-a-service, assistance with infrastructure, individual owner planning assistance, as well as other mechanisms.

This year I authored, and the Governor signed, AB 992 which added “peer-to-peer truck sharing platform demonstrations” as an eligible project under the Clean Truck Program. One of my goals in authoring this bill was to allow for vehicles purchased with Clean Truck Program incentive dollars to be placed on a peer-to-peer truck sharing platform which I believe will increase access to zero-emission trucks. Specifically, peer-to-peer truck sharing allows small businesses and independent delivery truck drivers access to zero-emission trucks and at a lower cost, enabling diverse entrepreneurs to enter the growing delivery and logistics industry. Allowing for the sharing of zero-emission trucks purchased with the assistance of California incentives will lead to more vehicle miles traveled and less idle hours for those vehicles, therefore reducing the use of high polluting vehicles for last mile deliveries and improving the air quality for local communities and drivers.

In the transition to zero-emission mobility, small fleets, and owner operators have faced unique and diverse challenges including high startup costs, understanding technology options, projecting operating cost savings, and having access to infrastructure – to name a few. By dedicating this \$25 million set-aside funding for small fleets through focused pilot projects, HVIP can position itself to better understand the unique needs of this traditionally underserved group and support their transition to zero-emission trucks.

For these reasons, I am pleased to support the Innovative Small e-Fleets proposal in the 2021-22 Clean Transportation Plan, as it will spur innovation in the peer-to-peer truck sharing space and enable a more seamless and accelerated transition to a zero-emission future.

Sincerely,

A handwritten signature in black ink that reads "Ken Cooley". The signature is written in a cursive, slightly slanted style.

Ken Cooley
Assemblyman, 8th District

cc: Members, California Air Resources Board