



November 8, 2022

California Air Resources Board
Clean Transportation Incentives Division
1001 I Street
Sacramento, CA 95814

Re: Fiscal Year 2022-23 Funding Plan for Clean Transportation Incentives

On behalf of the California Vanpool Authority (CalVans), I write to urge the Board to increase the proposed allocation for the Clean Mobility Options Pilot Program (CMO) in the Fiscal Year (FY) 2022-23 Funding Plan for Clean Transportation Incentives. This program is essential for underserved communities who have historically lacked the resources to fund community needs assessments and clean, shared, zero-emission transportation projects.

CalVans is a joint powers public transportation agency that provides safe and affordable commuter and farmworker vanpool services for counties across the state. We pay for the cost of gas, insurance, maintenance, and repairs, and riders only have to pay a small fee for their ride. In addition to providing convenience and transportation cost-savings for workers, our vans significantly reduce air pollution, as just one full 15-passenger van takes fourteen vehicles off the road. In fact, since 2011, CalVans vanpools have reduced approximately 1.2 billion vehicle miles traveled (VMT).

Our vanpool riders are typically low-income individuals, living in CalEnviroScreen 4.0 disadvantaged communities, facing a disproportionate amount of air pollution, transportation costs, linguistic and other economic barriers. Due to qualification barriers, the communities we serve typically cannot capitalize on the state's zero-emission vehicle incentives and must resort to other mobility options. For this reason, clean mobility investments are integral in moving towards a clean California.

The Governor's May Revise recognized this need and proposed \$126M for the CMO program. However, the Budget Act of 2022 allocated \$381M for both light-duty vehicle incentives and clean transportation equity investments, which left only \$20M total for CMO. It was discouraging to see such a significant reduction in funding for a program which would have allowed CalVans to transition its 800+ fleet to zero-emission. Additionally, this investment would have increased access to clean transportation and mobility choices for low-income, priority communities who benefit from car and ride sharing programs.

As the state treks forward to meet its clean transportation and carbon neutrality goals, clean mobility investments will be critical for those Californians that cannot purchase ZEVs. This is especially critical in communities that have been disproportionately impacted by air pollution, transportation costs, and who have historically lacked the resources to transition into clean transportation without state investment.

Organizations like CalVans rely on this funding to continue to reduce VMT for these underserved communities. For these reasons, we look forward to working with the Air Resources Board to prioritize state investment into these clean mobility programs for the benefit of California's disadvantaged communities and the environment.

Sincerely,

A handwritten signature in black ink, appearing to be 'Georgina Landecho', with a long horizontal stroke extending to the right.

Georgina Landecho
California Vanpool Authority
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www.calvans.org