

April 4, 2024

To: Ann Patterson – Governor’s Cabinet Secretary
Christine Auree – Governor’s Deputy Legislative Secretary
Dee Dee Myers -Director of Governor’s Office of Business & Economic Development
Trey Bradley – Deputy Director of Sustainable Freight and Supply Chain
From: California Sustainability Coalition
Re: Follow-Up to March 11, 2024 Preliminary Meeting

Thank you for holding a preliminary meeting with selected members of our Coalition on March 11, 2024. As discussed on that call, we are seeking a meeting with the Governor to address the issues previously raised in documents sent to the Governor on December 19, 2023 and March 7, 2024. (See attachments) Given our productive conversation, and the supplemental materials that we are submitting for your consideration below, we renew our request again today to meet with Governor Newsom.

While California may have the legal authority, within limits, to adopt zero emission rules, whether they are feasibly and reasonably implementable is another matter. What we are experiencing, and what we wish to bring directly to the Governor’s attention are the obvious roadblocks, beginning with the State’s lack of organizational structure, planning, and funding support, which are frustrating the achievement of its goals.

No one disagrees with the aspiration of better air quality and reduction of carbon emissions. However, our current zero emissions rules are stifling investment and commerce, rather than what should be in place: a cooperatively pursued, credible, and well-reasoned air quality enhancement plan.

Without a credible plan and buy-in from participants, the State’s current chosen pathways are creating a deepening divide between the State and those that need to make the private sector investments necessary to achieve these goals. Trust is quickly slipping away for many reasons, including all of the following:

1. Advanced Clean Fleet rules were adopted without knowing the amount and source of funding that will be needed. Consider, a 2023 California Department of Transportation report which was completed after adoption of the rules estimates that building a charging network to serve electric trucks on major highway corridors would cost \$10 billion to \$15 billion, not including electric upgrade costs. This was not known prior to the regulatory action or factored into its implementation dates. There remains no estimate of when such charging networks will actually exist and be in service.
2. The needed infrastructure for electric charging stations for on-road trucks and electrified forklifts used in agriculture is immense. The same is true at ports and virtually every warehouse, distribution center, and loading dock in the supply chain, and farm tractors, trucks and tractors used at processing facilities and in manufacturing. It remains an open question as to whether government intended to fund this infrastructure and if so, on what timeline? If not, who will provide the infrastructure financing and upon what timeline will this be planned, permitted, and constructed.
3. The billions of dollars of one-time grant funds the State and federal government have heralded as “unprecedented investments for a zero-emissions future” look more like uncoordinated, pilot projects meant to staunch the pain of implementing rules. They are primarily focused on deploying individual pieces of equipment or vehicles but have not significantly developed the underlying infrastructure necessary to actually use or deploy the equipment and vehicles. The question remains, what is the strategic investment strategy and who is responsible?

4. Diablo Canyon Power Plant's total capacity per year is approximately 18,000 gigawatts (49.3 gigawatts per day) which is sufficient to power approximately 3 million households per twenty-four-hour period OR 84 thousand trucks per twenty-four-hour period, but even a plant with the power generation of Diablo Canyon cannot provide the power to both. What are the proposed new sources of energy for all other homes (10 million), heavy duty trucks (approximately 1 million), and all other vehicles, ports, schools, businesses, airports, etc., and when will it realistically be permitted, constructed, and operational? We need to work together to ensure that the regulatory compliance horizon is coordinated with the delivery of these new power resources in order to avoid unnecessary pain.

5. There is an inadequate number of state mandated Tier 4 trucks to accommodate the movement of agricultural products. Given the current shortage, the State must be prepared to suspend this mandate and fund updating of older trucks so that there will be an adequate trucking fleet to ensure that all segments of the supply chain operate as the public expects and is entitled to.

6. The current cost to purchase a heavy-duty electric truck is about \$500,000 (three to four times more than a diesel truck) and the driving distance is 150 miles before recharging. The current cost to purchase a hydrogen fuel cell truck ranges from \$500,000 to \$700,000 and the cost of fuel is three times the cost of diesel. Not only is the private sector expected to commit to exceptionally high investments for equipment, but these are vehicles that are far less economically feasible as they come with no certainty that the infrastructure and financial support necessary to actually operate and recover the costs of these investments will exist or materialize.

7. Under normal weather conditions, charging time for heavy duty electric trucks is 3 to 4 hours when using a one-megawatt DC charger and 8 hours when using a 500 KW charger. Excessively cold (e.g. Donner Summit) and excessively hot (e.g. San Joaquin Valley) conditions can greatly elongated the time required for charging. Still another issue that has not been addressed.

8. California needs to be sensitive to the question of how it will enforce its zero emissions policy on vehicles entering the State from other states and countries. There needs to be significant coordination with our neighboring states and our largest, direct foreign trading partner Mexico about the best way to avoid negative impacts to interstate and international trade.

Thank you for continuing to work with us. We look forward to meeting with the Governor so we can raise these challenges and begin a dialogue in which we can begin to address the real world constraints that are imposed on the transition and a bigger picture of support for his zero-emissions goals.

Sincerely,

California Sustainability Coalition

Affinity Truck Center

Inland Empire Economic Partnership

African American Farmers of California

Insure America Project

AgTC: Agriculture Transportation Coalition

International Longshore & Warehouse Union

AJ Farms, LLC	International Longshore and Warehouse Union Local 10
Almond Tree Hulling Co.	Ishii Bros., Inc. Production Agriculture
American Olive Oil Producers Association	J&E Hulling
American Pistachio Growers	JFS Enterprises, Inc.
Andersen & Sons Shelling	J. G. Boswell Company
Atlas Almonds	JK Farms, LLC
Baggie Farms	Jose Carlos Ramirez, World Boxing Champion
Bairos Farms	Kern County Farm Bureau
Bay Area Council	Kings County Farm Bureau
Best Drayage, LLC.	Kings River Packing
Belmont Nursery	Kingville Farms
Betts Company	Klassen Farms, Inc.
Biz Fed Central Valley Business Federation	KY Farming, LLC
Biz Fed Los Angeles County Business Federation	LA Customs Brokers & Freight Forwarders Association
Blessed Harvest, Inc.	Leopoldo's Farm Service, Inc.
Boos & Associates	Lone Star Dehydrator
Booth Ranches, LLC	Lyons Transportation, VP
Brandt Farms	Madera County Farm Bureau
Bullseye Farms Woodland	Manco Ag Services
Butte Farm Bureau	Manufacturers Council of the Central Valley
Cain Trucking Inc.	Marine Engineers' Beneficial Association (MEBA)

Cal Coast Almond Processing, Inc.	Marine Fireman’s Union
California Agricultural Aircraft Association	Mellano & Company, Inc
California Apple Commission	Mendocino County Farm Bureau
Assured Aggregates Co, Inc.	Merced County Farm Bureau
California Association of Flower Growers and Shippers	Mid-Valley Cotton Growers, Inc.
California Avocado Commission	Mike Jackson Farms, Inc.
California Blueberry Association	Mike Jensen Farms
California Blueberry Commission	Milk Producers Council
California Building Industry Association	Minturn Huller Cooperative, Inc.
California Business Properties Association	Minturn Nut Company, Inc.
California Business Roundtable	Moonlight Companies
California Cotton Ginners and Growers Association	Monterey Pacific, Inc.
California Farm Bureau	Mur5 Farms
California Fresh Fruit Association	Murad Farms
California League of Food Producers	Musco Family Olive Co.
California Olive Oil Council	NAIOP – Commerical Real Estate Development Association
California Poultry Federation	Nat DiBuduo Real Estate
California Retailers Association	National Association of Egg Farmers
California Tomato Growers Association	National Association of Waterfront Employers
California Trucking Association	Northwest Chicken Council
California Truck Centers	National Customs Brokers & Forwarders Association of America, Inc.
California Women For Agriculture	NCPI, LLC

California Wild Rice Advisory Board	Nichols Farms
Campos Brothers Farms	Nisei Farmers League
Capay Canyon Ranch	North American Association of Food Equipment Manufacturers
Catania Worldwide	Northen Merced Hulling Association
CAWA, Representing The Automotive Parts Industries	Officials Coalition
Central California Almond Growers Association	Olive Growers Council of California
Central Valley Latino Mayors and Elected Officials	Opportunity Stanislaus
CEO, Harbor Trucking Association	Pacific Coast Producers
CFS LP	Pacific Merchant Shipping Association
Citri-Care, Inc.	Pasatiempo Vineyards
Commercial Truck Company	Peters Fruit Farms Inc.
ConAgra	Poindexter Nut Company
Corto Olive Company	P-R Farms, Inc.
Crinklaw Farm Services Inc.	Primex Farms
Crookshanks Sales Company	Proctor Companies
Customs Brokers & Forwarders Association of Northern California	Propeller Club of Northern California
D. R. Klassen Farms, Inc.	Raisin Bargaining Association
D. R. Klassen Packing, Inc.	Ramirez Ag Labor Services
Dairyland Huller	Raven Farms
Dalena Benik & Associates	River Oak Orchards
Dalena Farms	RWC Almonds, LLC
Daniel Salas Harvesting, Inc.	San Diego County Farm Bureau

Del Norte Farm Bureau	San Diego Customs Brokers Association
Del Rey Packing Company	San Francisco Bar Pilots
Del Rio Nut Company	San Joaquin Farm Bureau Federation
Don Chapin Company	San Joaquin Valley Manufacturing Alliance
Dreisbach	Santa Barbara County Farm Bureau
El Dorado California Grown Almonds	Sierra Valley Almonds
Enzo Olive Oil Company, Inc.	Sihota Farms Inc
Family Fruit Farms	Sonoma County Farm Bureau
Family Orchards, Inc.	SSA Marine
Farm Bureau Monterey	Stanislaus County Farm Bureau
Farmers Cooperative Gin, Inc.	Stanislaus Food Products Company
Fresno Business Council	Stewart & Jasper Orchards
Fresno County Farm Bureau	Sun-Maid
Fresno Equipment Co.	TGS Logistics Inc.
Friesen Farms	The Almond Company
Fruit Harvest Family, Inc.	The Peterson Family
Furlong Family Farms	The Propellor Club of the US
Gold River Orchards	Tony Martinez Trucking Industries Inc.
Grapeman Labor	Travaille and Phippen, Inc
Grizzly Nut, LLC	Tulare County Farm Bureau
Grower Direct Nut Co	TVT Transportation

GSC Logistics

U.S. Meat Export Federation

GUSS Automation

Valley Harvest Nut Co., Inc.

Hamilton Ranches, Inc.

Valliwide Organics

Harbor Trucking Association (HTA)

Vann Family Orchards

Holland Nut Company

V.A. Rodden, Inc.

Hoff Farms

Wawona Frozen Foods

Horizon Nut, Inc.

Western Agricultural Processing Association

Humboldt County Farm Bureau

Western Growers Association

IMC (National Trucking)

Western Plant Health Association

Imperial County Farm Bureau

Wiebe Farms, Inc.

Independent Oil Producers Alliance

Young's Inc.

Ingomar Packing Company

Youngstown Grape Distributors, Inc.



Jose Carlos Ramirez
World Boxing Champion





J.G. Boswell Co.

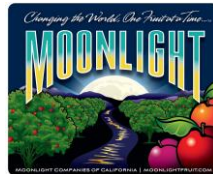


Flower Growers/Marketers

National Association of Waterfront Employers



Manco Ag Services



Harbor Trucking Association

Chipping/Grinding Ag Products



Enzo Olive Oil Company, Inc.









Trucking





Manufacturers Council
of the Central Valley



Cities and Towns in Support of the California Sustainability Coalition

*Matthew Serratto, Mayor
City of Merced, California*

Alvaro Preciado, Mayor
City of Avenal, California

Alma Beltrán, Mayor
City of Parlier, California

Diana Guerra, Mayor
City of Orange Cove, California

Víctor Martínez, Mayor
City of Mendota, California

Jeanette Zamora-Bragg, Mayor
City of Corcoran, California

Julie Hernandez, Mayor
City of San Joaquín, California



Counties in support of the California Sustainability Coalition

Nathan Magsig, Chair
Fresno County Board of Supervisors

Larry Micari, Chair
Tulare County Board of Supervisors

Rodrigo Espinoza, Chair
Merced County Board of Supervisors

Robert Poythress, Chair
Madera County Board of Supervisors

Doug Verboon, Chair
Kings County Board of Supervisors

Miguel Villapudua, Chair
San Joaquin County Board of Supervisors



SAN JOAQUIN
— COUNTY —
Greatness grows here.