



# Assembly California Legislature

March 26, 2008

Ms. Mary Nichols  
Chairperson  
California Air Resources Board  
P.O. Box 2815  
Sacramento, California 95812

Dear Chairperson Nichols:

As Members of the California State Legislature, we are concerned about recommendations in the staff report: Initial Statement of Reasons (ISOR) for 2008 proposed amendments to the California Zero Emissions Vehicle Program Regulation (California ZEV Program). Specifically, we are concerned about the recommendation of a 90 percent reduction in the minimum number of pure ZEVs required in the period of 2012 to 2014 from 25,000 to a mere 2,500.

As mentioned in our letter to CARB dated April 23, 2007, the Legislature recognized the California ZEV program as creating incentives for the development of several innovative California-based companies that are working to bring to market dedicated electric ZEV technologies. Because of the development plans of California's existing electric vehicle manufacturers, which are based primarily upon the opportunities provided under the current ZEV Program, thousands of California jobs and several billion dollars in state revenues are at risk.

We have seen the development of several new electric vehicle manufacturing facilities established here in California. With only one traditional automobile manufacturing facility remaining in California, the importance of these new automobile manufacturing facilities in the state cannot be understated. Some of the California-based Electric Vehicle Manufacturers are:

- Boshart Engineering – Ontario, CA
- Phoenix Motorcars – Ontario, CA
- Tesla Motor Cars – San Carlos, CA
- Miles Automotive – Malibu, CA
- ZAP – Santa Rosa, CA
- Universal Electric Vehicle Corp. – Thousand Oaks, CA
- Doran Motor Co. – Huntington Beach, CA
- Electric Transportation Co. – Santa Barbara, CA

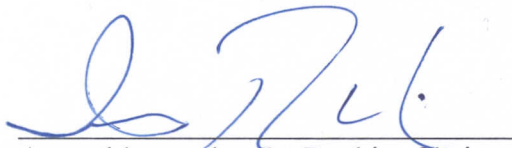
Tesla Motors Inc. went into regular production of their first car, the Tesla Roadster, on March 17, 2008. Tesla has reservations for their first 1,000 cars -- many are to be delivered to California consumers. Should the recommendation be implemented Tesla alone could meet the 2,500 ZEV units listed in the 2008 amendments.

In addition to the electric vehicle manufacturers based in California, each vehicle manufacturer also relies on suppliers for components involved in vehicle production. These California companies are providing parts:

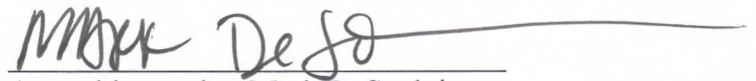
- Energy ECS (component integration) – Pasadena, CA
- AeroVironment (battery chargers) – Monrovia, CA
- Altairnano (battery) – Assembled in Ontario, CA.

Again, we support the growing electric vehicle industry and green marketplace in California and look forward to continuing to work with the ARB on the ZEV Programs in order to continue motivating and inspiring advances in the zero-emission electric vehicle technologies. It is imperative that the California Air Resources Board remain dedicated to improving to the original intent of the ZEV Program and reject the 90 percent reduction in the minimum number of pure ZEV required in the period of 2012 – 2014.

Sincerely,



Assemblymember Ira Ruskin, Chair  
Assembly Budget Subcommittee # 3



Assemblymember Mark DeSaulnier  
11<sup>th</sup> Assembly District