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October 13, 2016

Mary D. Nichols, Chairman  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

RE: Item 16-9-6: Modifications to the 2016-17 Low Carbon Transportation & Fuels  
Expenditure Plan

Dear Chairman Nichols:

We are writing to urge your support for the modifications proposed by California Air Resources Board (CARB) staff to the 2016-17 expenditure plan. In particular, the Center for Transportation and the Environment (CTE) supports the proposal to fully fund the Zero-Emission Truck and Bus Pilot Commercial Deployment Project. CTE works closely with its members to advance the commercialization of zero emission medium and heavy duty vehicles and equipment.

As noted in the staff report the Zero-Emission Truck and Bus Pilot Commercial Deployment Project is oversubscribed. Earlier this year CARB received 38 proposals requesting \$290 million in GGRF funds, in response to the Zero-Emission Truck and Bus Pilot Commercial Deployment Project solicitation. CARB awarded \$25 million in FY 14-15 GGRF funds and conditionally awarded \$60 million in FY 16-17 GGRF revenue. This included the conditional approval of \$22 million for the Fuel Cell Electric Bus Commercialization Consortium, which is headed by CTE.

The Fuel Cell Electric Bus Commercialization Consortium project is "shovel ready" and the Consortium members are eager to immediately proceed upon award of these funds. This project will deploy 20 fuel cell electric buses in northern and southern California. These vehicles will be operated by the Alameda-Contra Costa Transit District (AC Transit) and the Orange County Transportation Authority (OCTA) and will provide a direct benefit to the disadvantaged communities that they serve. The project team is fully prepared to complete this project well in advance of the funding deadlines imposed on CARB by the legislature.

This one-time investment will yield long-term results in reducing the price of commercially available zero-emission transit buses, as well as provide lasting environmental and economic benefits. Furthermore, this pre-commercial deployment creates a pathway for other heavy duty vehicle uses to follow. Therefore we urge your support for the proposed modifications to the 2016-17 expenditure plan.

Sincerely,

Daniel Raudebaugh  
Executive Director

Jaimie Levin  
Director of West Coast Office