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CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

November 14, 2018

The Honorable Mary Nichols  
Chairwoman, California Air Resources Board  
c/o Mr. Mark Williams, Mailstop 3E  
P.O. Box 2815  
Sacramento, California 95812

Dear Chairwoman Nichols,

As the California Air Resources Board (CARB) commences its review of Electrify America's \$200 million Cycle 2 California Zero Emission Vehicle (ZEV) Investment Plan ("Cycle 2 Plan") I write to convey my strong support for this initiative and welcome its timely review by CARB.

The Cycle 2 Plan will be implemented between July 1, 2019, and December 31, 2021, and is part of the larger \$800 million of investment that Electrify America will make enable millions of Californians to discover the benefits of electric driving. The Cycle 2 Plan proposes focused investment in DC fast charging in nine metro regions across the state: Riverside-San Bernardino; Santa Cruz-Watsonville; Santa Rosa; Fresno; Los Angeles-Long Beach-Anaheim; Sacramento-Roseville-Arden-Arcade; San Diego-Carlsbad; San Francisco-Oakland-Hayward; and San Jose-Sunnyvale-Santa Clara. Combined, these metros represent 89 percent of the expected battery electric vehicle sales in California in 2022. The plan also proposes specific new charging infrastructure investment in rural communities in the Central, Coachella, and Imperial Valleys.

The Cycle 2 Plan builds off investments currently underway by Electrify America, including the deployment of an extensive DC fast charging network across California, featuring 350 kW powered, ultra-fast EV chargers linking Californians to chargers in 40 other states, a ZEV education and awareness effort launched through radio and TV commercials across the state, and a \$44 million Green City Initiative for innovative ZEV adoption approaches in Sacramento. As similarly committed to in its Cycle 1 ZEV Investment Plan for California, Electrify America will also strive to ensure that 35 percent of Cycle 2 Plan investments in the state are in low-income or disadvantaged communities. This commitment will not only help reduce barriers to electric vehicle adoption in these communities, but can also provide employment opportunities to citizens in the state most in need of economic opportunity.

With additional investment assigned to broaden charging capabilities in the home, on transit buses, and for autonomous vehicles, the Cycle 2 Plan will dynamically support emerging markets to further the public's access and exposure to electric vehicles and charging capabilities. In approving the Cycle 2 California ZEV Investment Plan, CARB will also continue its record of support for unique efforts to increase electric vehicle adoption in the State of California.

In closing, the Cycle 2 Plan will positively support investment in charging, workers, and communities across California, and I support CARB's timely review of Electrify America's Cycle 2 California ZEV Investment Plan.

Sincerely,

Jim Costa

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