JARED HUFFMAN

2ND DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES

WATER, POWER, AND OCEANS – RANKING MEMBER FEDERAL LANDS

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

Congress of the United States House of Representatives

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November 16, 2018

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. As you are well aware, California leads the county in numbers of electric vehicles on the roads, and its appetite for charging stations continues to grow. I am pleased to welcome Electrify America to California's second congressional district.

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 to 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 350kW power ultra-fast EV chargers linking Californians to chargers in more than 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. Like its Cycle 1 ZEV Investment Plan for California, Electrify America will also strive to ensure that 35 percent of its 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, it will also provide employment opportunities to citizens in the state most in need of economic opportunity.

With additional investment assigned to broaden charging capabilities in homes, 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.

For the many reasons stated above, 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. Thank you for your serious consideration.

Sincerely.

JARED HUFFMAN Member of Congress SAN RAFAEL

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