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*Comment Received From: Kent Leacock  
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**Proterra Comments**

*Additional submitted attachment is included below.*



August 9, 2018

California Energy Commission  
1516 9<sup>th</sup> Street  
Sacramento, CA 95815

RE: ARFVTP Investment Plan and Executive Order B-48-18 Implementation

Dear Commissioners and Staff,

Thank you for the opportunity to provide comments on the Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) Investment Plan and alignment with Executive Order B-48-18 implementation. Proterra strongly supports the effort to deploy zero-emission infrastructure and vehicles in California in order to reduce GHG and criteria pollutant emissions.

Proterra designs and manufactures the world's most fuel-efficient battery electric bus with the best range in the industry. Proterra's CATALYST® bus achieves 22+ MPGe performance, 500%+ better than diesel and CNG buses, eliminating toxic diesel particulate matter and NOx emissions. Proterra moved our Corporate Headquarters to Burlingame, California from the East Coast and expanded manufacturing to the City of Industry, California —allowing future zero-emission buses deployed in California to be designed and manufactured by Californians and supported by California supply chains.

Proterra supports goals of the ARFVTP and the Governor's Executive Order B-48-18, which sets a goal of 5 million ZEVs on the road by 2030 and 250,000 chargers by 2025. Within the investments for electric vehicle charging infrastructure, Proterra strongly supports inclusion of incentives for medium and heavy-duty infrastructure to help accelerate the deployment of zero-emission vehicles and eliminate emissions in the highest polluting transportation sector. In addition, funding for medium- and heavy-duty vehicle infrastructure will help transit agencies implement the Innovative Clean Transit initiative, as well as accelerate zero-emission vehicle deployments for airports, school districts, and other public and private fleets.

We strongly support developing separate criteria for medium- and heavy-duty vehicle infrastructure, as they support different types of vehicles and duty-cycles. For example, medium- and heavy-duty vehicles are typically deployed in public and private fleets, such as public transit or school buses, and are not usually open to the public for charging. In addition, medium- and heavy-duty vehicle infrastructure typically does not require the need for multiple connectors, as most fleets use a single technology and charging infrastructure and the additional connectors would be underutilized. We are glad to be a resource to provide information and lessons learned on deploying medium- and heavy-duty charging infrastructure for fleets.

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Thank you for the opportunity to provide comments on the development and implementation of ARFVTP and Executive Order B-48-18 We look forward to continuing to work together to help carry out the goals of the program.

Sincerely,

*Kent Leacock*

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