

**DOCKETED**

<b>Docket Number:</b>	19-ALT-01
<b>Project Title:</b>	2020-2021 Investment Plan Update for the Clean Transportation Program
<b>TN #:</b>	234418
<b>Document Title:</b>	Marc Engstrom Comments - Legislator Letter to CEC re CTP
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Marc Engstrom
<b>Submitter Role:</b>	Other Interested Person
<b>Submission Date:</b>	8/21/2020 4:57:54 PM
<b>Docketed Date:</b>	8/24/2020

*Comment Received From: Marc Engstrom  
Submitted On: 8/21/2020  
Docket Number: 19-ALT-01*

**Legislator Letter to CEC re CTP**

Please see the attached letter. Thank you for your consideration.

*Additional submitted attachment is included below.*



**Jim Frazier**

CHAIR, ASSEMBLY TRANSPORTATION COMMITTEE  
ASSEMBLYMEMBER, ELEVENTH DISTRICT

COMMITTEES:  
CHAIR: TRANSPORTATION  
BUDGET  
INSURANCE  
VETERANS AFFAIRS  
SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

California Legislature

August 21, 2020

Commissioner Patty Monahan  
California Energy Commission  
1516 9th Street  
Sacramento, CA 95814

Dear Commissioner Monahan,

As members of the Assembly and Senate Transportation Committees, we are keenly aware of the impact transportation has on our environment and by extension, our constituents. More than 40% of greenhouse gas emissions, 80% of the nitrogen oxide emissions and 90% of diesel particulate matter are directly attributed to the transportation sector.

As a result, we have authored and proudly supported dozens of bills related to low-and-zero emission vehicles in an effort to meet California's aggressive environmental goals.

These goals, however, must benefit all communities.

That is why we are concerned about the 2020-2023 Investment Plan Update of the California Energy Commission's Clean Transportation Plan.

As proposed, the Investment Plan does not fully allocate the \$20M annual set aside for hydrogen refueling infrastructure through 2023. This undermines California's ability to reach 5 million zero emission vehicles through the build out of 200 publicly available hydrogen fueling stations as called for by Executive Order B-48-18 thereby risking equal and affordable access to clean transportation.

While only a small share of zero emission vehicles on the road today, hydrogen electric vehicles must be a significant part of California's clean transportation future. They offer quick refueling times at centrally located stations, long-range, and the ability to scale to larger-size applications. These advantages hold special promise to those without regular access to charging (such as the 46% of Californians living in multi-family dwellings and the 10% "super-commuter" workforce who travel more than 90 minutes per day, predominately from the Central Valley and Inland Empire).



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Abandoning hydrogen electric vehicles at this critical juncture also guarantees higher electricity rates and higher housing costs as the need for charging infrastructure grows.

With the support of the Clean Transportation Program, hydrogen fueling infrastructure costs have dropped in half while fuel capacity has doubled. We have also seen a significant uptick in private investment as California strives to reach 200 stations by 2025. This includes a ten-fold increase in Toyota's production of the Mirai, Hyundai's jump to 40,000 NEXOs in 2021, and new renewable hydrogen production facilities exclusively for the transportation market.

For economic recovery, for equal and immediate access to zero emission vehicles and for California's ambitious environmental requirements, now is not the time to abandon our push for 200 light-duty vehicle stations by 2025. For these reasons, we strongly encourage the California Energy Commission allocate the full \$200M toward meeting the goal of 200 stations by 2025.

Sincerely,

Jim Frazier, Chair  
Assemblymember, 24<sup>th</sup> District

Tom Daly  
Assemblymember, 11<sup>th</sup> District

Vince Fong  
Assemblymember, 34<sup>th</sup> District

Kansen Chu  
Assemblymember, 25<sup>th</sup> District

Tyler Diep  
Assemblymember, 72<sup>nd</sup> District

Patrick O'Donnell  
Assemblymember, 70<sup>th</sup> District



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ASSEMBLYMEMBER, ELEVENTH DISTRICT

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A handwritten signature in black ink, appearing to read "R. Roth".

Richard Roth  
Senator, 31<sup>st</sup> District