

Docket Optical System - Fw: Today's Advisory Committee Meeting for the Alternative & Renewable Fuel and Vehicle Technology Program

From: Richard Lyon <r_lyon57@yahoo.com>
To: <DOCKET@energy.state.ca.us>
Date: 4/7/2009 1:13 PM
Subject: Fw: Today's Advisory Committee Meeting for the Alternative & Renewable Fuel and Vehicle Technology Program

Sabrina, Please let me know if you receive this.

Thank You.

Richard Lyon

--- On **Mon, 4/6/09**, **Richard Lyon** <r_lyon57@yahoo.com> wrote:

DOCKET	
08-ALT-1	
DATE	April 07 2009
RECD.	April 07 2009

From: Richard Lyon <r_lyon57@yahoo.com>
 Subject: Fw: Today's Advisory Committee Meeting for the Alternative & Renewable Fuel and Vehicle Technology Program
 To: DOCKET@energy.state.ca.us
 Date: Monday, April 6, 2009, 6:44 PM

Please enter this into Docket 08-ALT-1. Please let me know if I need to mail a hard copy or if this Email is enough.

Thanks,

Richard Lyon
 CyberTran International

--- On **Mon, 4/6/09**, **Richard Lyon** <r_lyon57@yahoo.com> wrote:

From: Richard Lyon <r_lyon57@yahoo.com>
 Subject: Today's Advisory Committee Meeting for the Alternative & Renewable Fuel and Vehicle Technology Program
 To: "James Boyd" <jboyd@energy.state.ca.us>, "Karen Douglas" <kldougla@energy.state.ca.us>
 Cc: "Tim Olson" <Tolson@energy.state.ca.us>, "Peter Ward" <PWard@energy.state.ca.us>, "Neil Sinclair" <nsinclair@cybertran.com>, "Jim Mckinney" <Jmckinne@energy.state.ca.us>
 Date: Monday, April 6, 2009, 6:38 PM

Good Afternoon,

Thank you for the opportunity to speak at today's Advisory Committee meeting.

To recap my statements made at today's meeting. Please see the following. Commissioner Boyd, please drop me a line or feel free to call me. I will also send this testimony to the Docket for record.

At the February 25th Commission Business Meeting, that was the vehicle to ratify the Regulations for the Alternative and Renewable Fuel and Vehicle Technology Program, I raised a very serious concern that VMT reducing was not taken into consideration and given a higher preference in funding allocation. Peter Ward has presented on several occasions the importance of VMT reduction in obtaining our GHG reduction numbers for 2020 and 2050, and relieving our dependence on fossil fuels. I have made formal request that are part of Docket 08-ALT-1 and 08-OIR-1.

At the February 25th meeting, the Commission acknowledged the Letter of Support from The City of Oakland's Mayor Ronald Dellums, and commented that zero emission vehicle technology programs that reduced VMT reduction would be considered and made part of the Investment Plan. As I read this new plan, that consideration has not been taken into account.

I would like to suggest that a portion of the funding that is proposed for "Hydrogen" (\$40M) and Electric (\$46M) be allocated for zero emission electric vehicle technology that directly addresses VMT reduction. Our request is \$10M from the Hydrogen bucket and \$5M from the "Electric", allocation, for a total of \$15M, to be allocated for VMT reducing zero emission electric vehicles. The technology and deployment strategy that I have shared with the Commission and staff will achieve the 2020 and 2050 GHG and VMT reduction objectives. Listening to the representative today from the Hydrogen consortium, the Hydrogen scenario will have little to no impact by 2020 GHG reductions, and relies on significant change out of the existing personal vehicle fleet. When I looked out on the road today on the drive back home, I saw vehicle vintages ranging from the 70's to a few years old, very few paper plates. I am not sure what is going to change in our economy, as I have always seen a high mix of vehicle vintages, especially if you go out into Central Valley.

The following are examples that I mentioned at the meeting today:

- 1) In the December 2008 rev D Investment Plan there are funding considerations in Table 0-4: "Support the pre-commercial, demonstration and development of electric-drive technologies for Light, Medium and Heavy duty applications" (\$18M). This is not in the revised Investment Plan
- 2) New Investment plan B-5: "**Vehicle Miles Traveled Reduction Strategies:** Among the Detailed strategies is the shift from personal vehicles toward public Transportation. Therefore, as a result of successful VMT reduction strategies, increased Ridership of public transportation is anticipated. This increased public transportation ridership will result in **an increase** in the fuel consumed by transit agencies and increase the GHG emission of this sector". There is a graph on page B-6 showing an asymptotic fuel consumed curve going out to 700M. I don't think there are that many buses in California. Can these two (2) pages be removed or changed to reflect none diesel based public transportation (Portland MAX metrics or the ones I shared)?

I will be happy to review these concerns and to provide additional detailed input on the latest Investment plan. I realize the Commission would like to finalize the plan in the next two (2) days so I have sent this to you as quickly as possible.

Best Regards,
Richard Lyon
CyberTran International
510-381-2415 (cell)

