

November 1, 2013

Commissioner Janea Scott and Staff
California Energy Commission
Dockets Office, MS-4
Re: Docket No. 13-ALT-02
1516 Ninth Street
Sacramento, CA 95814

California Energy Commission

DOCKETED

13-ALT-02

TN 72324

NOV. 01 2013

Re: California Energy Commission 2014-2015 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program

Dear Commissioner Scott and Staff,

Proterra Inc is the leading U.S. manufacturer of zero-emission commercial transit solutions and makes the world's first all-electric fast-charge public transit bus, the EcoRide. We strongly support the goals of the AB 118 program and are proud to be a part of the Energy Commission's efforts to accelerate advanced vehicle technologies to clean the air and reduce California's dependence on petroleum-based fuels, and associated greenhouse gas emissions.

Proterra's buses are eliminating mobile source emissions in California and throughout the country. With functionally unlimited range for most transit routes, operators can drive approximately 30+ miles between charges, and charge along their routes in under 10 minutes by utilizing automated roof top charging and then continuing on their routes, charging as needed. The EcoRide achieves 22+ miles per gallon diesel equivalent performance, 500%+ better than diesel, hybrid and CNG buses. In addition, this advanced technology avoids mobile smog-causing emissions from diesel and CNG buses, and it reduces carbon emissions by 70% or more compared to CNG or diesel buses.

In the 2014-2015 Investment Plan Update, we support the proposed funding for Electric Vehicle Charging Infrastructure and Medium- and Heavy-Duty Advanced Vehicle Technology Demonstration. We strongly support the proposed increase in funding for Electric Vehicle Charging Infrastructure, as this is an essential piece to accelerating deployment of fast-charge, zero-emission heavy-duty transit buses in California. For many public transit agencies, the additional cost of the charging infrastructure can be the difference between choosing zero-emission technology or continuing to purchase conventional, dirtier diesel or inefficient, smog-contributing CNG buses.

We respectfully request that the Energy Commission consider creating a new program that provides an ongoing source of funding for heavy-duty electric vehicle charging infrastructure to help bridge the final

gap in funding and spark deployment of zero-emission, advanced vehicle technology throughout the state. This dependable source of funding for heavy-duty electric vehicle charging could work in conjunction with the Air Resources Board Hybrid Truck and Bus Voucher Incentive Project (HVIP) that helps offset the incremental cost of hybrid and battery-electric medium- and heavy-duty vehicles at the time of purchase, in order to simplify implementation for fleet operators and accelerate the deployment of hybrid and electric trucks and buses. The electric vehicle charging infrastructure funding could operate similar to the successful HVIP program and be available at the time of purchase in order to synchronize deployment of vehicles and charging infrastructure for public transit agencies, which would help increase adoption of zero-emission, advanced vehicle technologies throughout California.

Additionally, we support the proposed funding for Emerging Opportunities and other categories in the 2014-2015 Investment Plan that could be used to support development of real-world testing of second-life battery applications for vehicle-to-grid integration to stabilize electricity demand and ultimately help public transit agencies transform their fleets to zero-emission buses that can run continuously with functionally unlimited range. A second-life battery pilot project, partnering with utilities and California transit agencies, offers an immediate opportunity to commercialize second-life battery applications to reduce peak electricity demand and help bring down the cost of operating fast-charge electric vehicles. We believe that used electric vehicle batteries can have 60% capacity remaining after 6-8 years of in-vehicle use, which allows them to be useful for stationary storage applications—including direct integration at charging sites to smooth demand for continuously charging zero-emission public transit buses. In summary, we strongly support funding opportunities for second-life battery pilot projects to help California reduce peaks in utility grid demand, decrease costs to end users, and accelerate conversion of zero-emission technologies statewide.

We thank you for the opportunity to provide comments on the 2014-2015 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program. We are proud to be part of the effort to accelerate advanced vehicle technologies and help achieve the near- and long-term goals of AB 32 and the Governor's ZEV Executive Order. We look forward to continuing to work together to help clean the air, reduce California's growing dependence on diesel fuel and CNG, and help realize all of the environmental and economic benefits offered by transforming California's public transit fleets to efficient, all-electric technologies.

Sincerely,



Eric McCarthy
Proterra Inc