May 11, 2017

The Honorable Jerry Brown
Governor of California
State Capitol, Suite 1173
Sacramento, CA, 95814

The Honorable Kevin De León
Senate President Pro Tempore
California State Senate, Room 205, Sacramento, CA 95814

The Honorable Anthony Rendon
Assembly Speaker
California State Assembly, Room 219, Sacramento, CA 95814

Re: California Vehicle Fleet Operators, Vehicle Manufacturers, and Fuel Producers Continue to Support the Low Carbon Fuel Standard

Dear Governor Brown, Senate President Pro Tem De León, and Speaker Rendon,

We, the 155 undersigned vehicle fleet operators, vehicle manufacturers, fuel producers, and industry groups, thank you for your commitment to cleaner air and greenhouse gas reduction in California, and we applaud your leadership in passing the historic climate law, SB 32. Now, as the California Air
Resources Board works to implement SB 32 through the scoping plan, the Low Carbon Fuel Standard (LCFS) remains critical.

We strongly support the LCFS, which will reduce the carbon intensity of California’s transportation fuels ten percent by 2020, and even more by 2030. The LCFS gives us the incentives we need to invest in early-commercial vehicle and fuel technologies today in order to bring down the costs for all Californians in the future.

Transit agencies rely on the LCFS to reduce the cost of ownership for zero- and near-zero emissions buses, which are in full service today, but still cost a premium. The LCFS has played a key role in transitioning California’s transit fleets to deploy both zero-and near-zero emission buses using renewables, most of which are running in disadvantaged communities. With the LCFS, California could deploy thousands of zero-and near zero emission buses by 2020 powered by renewable fuels, marking a significant transition to cleaner, lower carbon transit.

Nearly every biofuel or renewable natural gas operation in California depends on the LCFS to secure financing that is needed to build and operate their facilities. To date, the LCFS has supported the development of over 20 low-carbon fuel plants throughout the state, and more are being proposed as a result of the policy. The alternative fuels market, supported by the LCFS, has generated over $650 million of investment in California.

The LCFS also supports California’s clean car, bus, and truck manufacturing industry. With over ten zero-emission and near-zero-emission vehicle manufacturing facilities in the state and more than 25,000 workers employed to build these vehicles and related components, the LCFS has played a key role in making California a center of production for cutting-edge vehicles for export.

The LCFS is needed to ensure that California fulfills its statutorily-mandated greenhouse gas emission reduction targets. But as our experiences show, the LCFS is foremost an economic development engine. The LCFS promotes competition by rewarding all technologies that deliver low-carbon energy for transportation, and the policy is creating innovation for California across a range of industries, including biodiesel, biomethane, dimethyl ether, ethanol, hydrogen, next generation biofuels, renewable natural gas, and vehicle electrification.

The LCFS will remain a critical policy tool to drive California’s transition to clean, low-carbon fuel and vehicle technologies in the future.

Sincerely,

Michael Hursh, AC Transit
Bob Gaffney, Advanced Emission Control Solutions
Larry Brennan, Advanced Vehicle Manufacturing
Eric A. McAfee, Aemetic
Steve McCorkle, Ag Waste Solutions
Bryan Sherbacow, AltAir Fuels
Dan Goodwin, American Power Group
Grant Zimmerman, ampCNG
John Melo, Amyris
Diane Kotler, Anaheim Resort Transportation
Len Engel, Antelope Valley Transit Authority
Matt Morrissette, Applied LNG
Ronald Cardwell, Archer Daniels Midland
Marty Michell, Athens Services
Jason Gies, AxleTech
Steve Trichka, BAE Systems
Doug Smith, Baker Commodities
Nicolas Pocard, Ballard Power Systems
Russ Teall, Biodico Sustainable Refineries
Mark Terry, Biorem
Peter Drasher, Black Bear Environmental Assets
Macy Neshati, BYD
Kevin Weiss, Byogy
Neil Black, CalBio
Lyle J. Schlyer, Calgren Renewable Fuels
Evan Williams, Cambrian Energy
Jude Mariae, CenterPoint Energy Services
Pasquale Romano, ChargePoint
Peter Murray, Chart Inc
Todd Campbell, Clean Energy
Enid Joffe, Clean Fuel Connection
Peter Weisbrg, The Climate Trust
Jason France, ClipperCreek
John McKinney, Columbia Biogas
Lisa Mortenson, Community Fuels
Ryne Shetterly, Complete Coach Works
George Pappagelis, Cosmodyne
Paul Relis, CR&R
Harry Simpson, Crimson Renewable Energy
Justin Webb, Daylight Transport
Anders B. Eklov, Ebus
Jean-Baptiste Gallo, Efficient Drivetrains Inc
Valery Miftakhov, Electric Motor Werks
Angela Schwartz, Element Markets
Joe Gershen, Encore BioRenewables
Jordan Ramer, EV Connect
Terry O’Day, EVgo
Shane Stephens, First Element Fuel
Brett Gipe, First Priority GreenFleet
Doran J. Barnes, Foothill Transit
Jess Leader, FreeWire Technologies
Mike Levin, FuelCell Energy
Ted Knesche, Fulcrum Bioenergy
Bill Lyons, Mitsubishi FUSO
Rick Costigliolo, Galileo Technologies
Patrick Gruber, Gevo
Dave Hazlebeck, Global Algae Innovations
Terry Pinney, Golden Gate Petroleum
Erica Reiner, Green Commuter
Sosi Bardakjian, Greenkraft
Thomas Ashley, Greenlots
Brendan Riley, GreenPower Motor, Inc.
Ernie Crespo, GTrans (City of Gardena)
Jose Lopez-Gallego, H2B2
Kay Kimberly Siegel, H2Safe
Glenn Ellis, Hino Trucks
Andre J. Champagne, Hollywood Trucks
James Rekoske, Honeywell UOP
Rakesh Koneru, HummingbirdEV
Rob Del Core, Hydrogenics Corporation
Curtis Wright, Imperial Western Products
Stephen Jones, ITM Power Inc.
Jennifer Holmgren, LanzaTech
Bill Cashmareck, Love’s Travel Stops
Daryl Maas, Maas Energy
John Benemann, MicroBio Engineering Inc.
Andrew Daga, Momentum Dynamics
Hunter Harvath, Monterey-Salinas Transit
Urvi Nagrani, Motiv Power Systems
Dayne Delahoussaye, Neste
Paul Smith, New Flyer Industries
Jennifer Case, New Leaf Biofuel
Patrick W. O’Keefe, NexGenFuel
John Reed, North American Repower
Michael Burns, Novozymes North America
Robert DuBois, NuFuels
Gus Block, Nuvera
Rebecca Boudreaux, Oberon Fuels
Matt Jarmuz, Odyne
Mike Saxton, Orange EV
Neil Koehler, Pacific Ethanol
Aaron Johnson, Pacific Gas & Electric
Mike Lewis, Pearson Fuels
Tarek Helou, Phoenix Motorcars
Ram Mohan, Planet Hydrogen
Rob Elam, Propel Fuels
Kent Leacock, Proterra
Natalie Cookson, Quantitative BioSciences
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Henry Li, Sacramento Regional Transit District
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John Sowers, San Diego Gas & Electric
Sharon Cooney, San Diego Metropolitan Transit System
Donna DeMartino, San Joaquin Regional Transit District
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Caroline Choi, Southern California Edison
George Minter, Southern California Gas Company
Michael Webster, Southern California Public Power Authority
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Lauren Skiver, Sunline Transit Agency
Virginia Klausmeier, Sylvatex
Brett Maclean, Targray
Ken Morgan, Tesla Motors
Dakota Semler, Thor Trucks
Jamie Rhodes, Trestle Energy
Bill Zobel, Trillium
Bruce Melgar, UrbanX Renewables Group
Abas Goodarzi, US Hybrid
Philipp Stratmann, Velocys
Tom Vessels, Vessels Coal Gas
Paul Pabor, Waste Management
Robert Brown, Western States Oil
Karen Hamberg, Westport Fuel Systems
Bryan Tracy, White Dog Labs
Dan Zito, Workhorse
Edward Lovelace, XL Hybrids
Dick Wittington, Yosemite Area Regional Transportation System
Christine Smith, Zenith Motors
Mario Cifuentez, Visalia Transit

cc: The Honorable Members of the California State Senate
The Honorable Members of the California State Assembly
Mary Nichols, Chairman, California Air Resources Board
California Air Resources Board Members

For more information, contact Ryan Schuchard, CALSTART at 626-744-5606 or rschuchard@calstart.org