



June 13, 2016

The Honorable Kevin De León and Anthony Rendon
 California Senate Assembly
 Capitol Rooms 205 and 219
 Sacramento, CA 95814

Re: Transit Agencies & Transit Agency Partners Support California's Low Carbon Fuel Standard

Dear Senate President Pro Tem De León and Speaker Rendon,

We, the undersigned transit agencies and transit agency partners, would like to express our strong support for California's Low Carbon Fuel Standard (LCFS), which will help the state achieve its air quality and greenhouse gas emission reduction goals by reducing the carbon intensity of the transportation fuel pool by at least 10 percent by 2020.

The LCFS helps make low-carbon fuels and advanced clean vehicles like zero-emission buses economically viable for the transit industry by allowing transit agencies that use low carbon and zero-emission buses to generate LCFS credits. These credits, which are revenue sources, can make the difference between deploying a zero-emission bus now versus waiting into the future. Policies like the LCFS have enabled California to successfully deploy over 100 zero-emission buses thus far, and the LCFS will remain a critical policy tool to build on this progress.

The transportation sector is responsible for nearly 80 percent of NO_x emissions and 95 percent of particulate matter emissions. These pollutants create severe health impacts for all Californians, especially those who live around the state's major transit systems and transportation corridors. As

service providers, we value the fact that the LCFS is improving air quality in many regions served by our transit districts and that it has helped the state avoid \$1.6 billion in public health impacts.

We also would like to put to rest the speculation that LCFS increases the price of fuel. This has not been the case since the program began implementation in 2011 nor when the LCFS was re-adopted in 2015. In fact, the LCFS has reduced our dependency on the volatile petroleum market, and has avoided 6.6 billion gallons of petroleum and diversified California's fuel supply.

California cannot afford to lose the momentum it has built promoting alternative fuels through the LCFS. It is one of several policies needed to make very low- and zero-emission buses work for transit agencies, and an important one that fleets are increasingly relying on to finance fuel-vehicle systems. In order for the LCFS to continue to be effective, it must be seen as a program with dependable, stable support in the California Legislature, with a vision well beyond 2020.

Sincerely,

Michael Hursh, **AC Transit**
Len Engel, **Antelope Valley Transit Authority**
Doran Barnes, **Foothill Transit**
Ernie Crespo, **GTrans**
Carl G. Sedorky, **Monterey-Salinas Transit**
Max Vargas, **San Joaquin Regional Transit District**
Lauren Skiver, **SunLine Transit**
Jeanne Krieg, **Tri Delta Transit**
Kevin Kane, **Victor Valley Transit Authority**

Nicolas Pocard, **Ballard Power Systems**
Macy Neshati, **BYD**
Ryne Shetterly, **Complete Coach Works**
Rob DelCore, **Hydrogenics**
Kent Leacock, **Proterra**

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