April 15, 2018

The Honorable Jim Frazier
Assembly Member, District 11
State Capitol, Room 3091
Sacramento, CA 95814

Re: AB 2061, Clean Truck Deployment Act – SUPPORT

Dear Assembly Member Frazier,

The California Hydrogen Business Council (CHBC) would like to express our strong support for Assembly Bill 2061, which will remove a critical barrier for commercial fleet operators to adopt clean heavy-duty vehicles by providing a 2,000-pound weight exemption for zero-emission (ZE), including fuel cell electric vehicles, on California’s roads.

The CHBC is a California industry trade association with a mission to advance the commercialization of hydrogen in the energy sector, including transportation, goods movement, and stationary power systems to reduce emissions and dependence on oil.

California has set aggressive goals for greenhouse gas (GHG) reduction and air quality improvement. Central to achieving these goals is accelerating the commercialization of clean transportation technologies. Heavy-duty vehicles (HDVs) are the most concentrated source of impacts from transportation, causing 20% of transportation greenhouse gas emissions with only 7% of the vehicles. This relatively small share of HDVs also causes a full 33% of NOx emissions from all sources in California, and emits more particulate matter than all of the state’s power plants. These emissions and air pollution disproportionately impact disadvantaged communities, especially those located along ports and freight corridors.

Most of California’s commercial heavy-duty vehicle operators are small businesses. For these fleet operators, the purchase of a heavy-duty vehicle is one of the largest investments they will make. The current weight restriction for NZE and ZE heavy-duty vehicles creates a disincentive for fleet operators to convert their fleets to cleaner alternatives.

In 2015, the federal government passed the FAST Act, which gives the states the ability to allow for a 2,000-pound exemption – equaling a 2.5% increase – for cleaner heavy-duty vehicles. Since then, 22 states have passed similar bills.
This exemption will help fleet operators convert to NZE and ZE vehicles, and will benefit us all by contributing to fewer vehicle miles traveled, reduced emissions, and improved air quality. Thank you for bringing this common-sense legislation forward.

Thank you for your consideration.

Sincerely,

Emanuel Wagner
Assistant Director
California Hydrogen Business Council

Cc: The Honorable Members of the Assembly Transportation Committee


\(^{i}\) California Air Resources Board (2015).

\(^{ii}\) Union of Concerned Scientists (2017).