



Hydrogen Means Business in California!

May 15, 2018

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The Honorable Senator Connie M. Leyva
State Capitol, Room 4061
Sacramento, CA 95814

**RE: SB 1434 (Leyva) - Transportation electrification: electricity rate design
CHBC Letter of Support, If Amended**

Dear Senator Leyva:

The California Hydrogen Business Council (CHBC) would like to express our support for SB 1434 to develop a rate design for transit agencies in California. However, we seek clarification of the language to be inclusive of hydrogen and fuel cell technology in this rate design guideline to the utilities, specifically for the production of hydrogen and distribution to zero-emission fuel cell buses.

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.¹

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Several transit agencies have adopted fuel cell electric buses in their transit fleet, including AC Transit, Orange County Transportation Authority and SunLine Transit. These agencies and other transit authorities that are considering FCEBs would directly benefit if utilities would offer rates for hydrogen fuel production and fueling, similar to what SB 1434 proposes for battery electric buses.

Hydrogen fuel cell electric buses have longer ranges with short refueling times, but require a different infrastructure for fueling. Hydrogen can be produced via reformation of renewable methane or natural gas, or via electrolysis of water. If transit agencies could access preferred rates for the production of hydrogen or for the support of electrical needs at the fueling station, it would greatly benefit the operators and reduce the cost of the fuel for the agencies.

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The CHBC therefore requests incorporating clarifying language that is inclusive of zero-emission transit buses fueled by hydrogen. We seek language that does not require interpretation by the utilities as to whether hydrogen buses and infrastructure are applicable or not.


STAFF

Jeffrey Serfass | Executive Director
Emanuel Wagner | Deputy Director

We appreciate your efforts and would gladly provide further guidance and input, if requested.

Thank you!

Sincerely,



Emanuel Wagner
Assistant Director
California Hydrogen Business Council

ⁱ The views expressed in these comments are those of the CHBC, and do not necessarily reflect the views of all of the individual CHBC member companies. Members of the CHBC include Advanced Emission Control Solutions, Air Liquide Advanced Technologies U.S., Airthium, Alameda-Contra Costa Transit District (AC Transit), American Honda Motor Company, Anaerobe Systems, Arriba Energy, Ballard Power Systems, Bay Area Air Quality Management District, Beijing SinoHytec, Black & Veatch, BMW of North America, California Performance Engineering, Cambridge LCF Group, Center for Transportation and the Environment (CTE), CNG Cylinders International, Community Environmental Services, CP Industries, DasH2energy, Eco Energy International, ElDorado National – California, Energy Independence Now (EIN), EPC - Engineering, Procurement & Construction, Ergostech Renewal Energy Solution, EWII Fuel Cells, First Element Fuel, FuelCell Energy, GenCell, General Motors, Geoffrey Budd G&SB Consulting Ltd, Giner ELX, Gladstein, Neandross & Associates, Greenlight Innovation, GTA, H2B2, H2Safe, H2SG Energy Pte, H2Tech Systems, Hitachi Zosen Inova ETOGAS GmbH, HODPros, Hydrogenics, Hydrogenious Technologies, Hydrogen Law, HydrogenXT, HyET - Hydrogen Efficiency Technologies, Hyundai Motor Company, ITM Power, Ivys, Johnson Matthey Fuel Cells, Kontak, KORE Infrastructure, Life Cycle Associates, Linde North America, Longitude 122 West, Loop Energy, Luxfer/GTM Technologies, McPhy Energy, Millennium Reign Energy, Montreux Energy, National Renewable Energy Laboratory (NREL), Natural Gas Fueling Solutions – NGFS, Natural Hydrogen Energy, Nel Hydrogen, New Flyer of America, Next Hydrogen, Noyes Law Corporation, Nuvera Fuel Cells, Pacific Gas and Electric Company - PG&E, PDC Machines, Planet Hydrogen, Plug Power, Port of Long Beach, PowerHouse Energy, Powertech Labs, Primidea Building Solutions, Proton OnSite, RG Associates, Rio Hondo College, Rix Industries, Sacramento Municipal Utility District (SMUD), SAFCell, Schatz Energy Research Center (SERC), Sheldon Research and Consulting, Solar Wind Storage, South Coast Air Quality Management District, Southern California Gas Company, Sumitomo Corporation of Americas, Sunline Transit Agency, T2M Global, Tatsuno North America, The Leighty Foundation, TLM Petro Labor Force, Toyota Motor Sales, True Zero, United Hydrogen Group, US Hybrid, Verde, Vinjamuri Innovations, Volute, WireTough Cylinders, Zero Carbon Energy Solutions.