

August 23, 2018

Chair Nichols
California Air Resources Board
1001 I Street
Sacramento, CA 95814

To: California Air Resources Board

We, the undersigned mayors from across California, are writing to demonstrate our support for zero-emission buses and encourage strong action by the Air Resources Board (ARB) to accelerate their deployment in California.

Pollution from heavy-duty vehicles, such as transit buses, is one of the largest sources of toxic air pollution in California. Studies from ARB and public health experts have linked this pollution, which includes nitrogen oxides and particulate matter, to adverse effects on almost every organ system in the body.

We have the technology to address the significant health impacts related to heavy-duty vehicle pollution. With ranges over 200 miles, zero-emission buses are well suited to meet the needs of our cities' bus routes. And thanks to savings on fuel and maintenance expenses, the total cost of owning and operating these buses are increasingly competitive with conventional-fueled buses. In California, there are already more than a dozen manufacturing companies making batteries and bodies for battery and fuel cell electric buses and trucks. A strong regulatory signal from ARB would spur increased production and competition, and continue to lower the purchase price of zero-emission buses. Additionally, electrification helps generate high-quality jobs, skilled training opportunities, and new investments in California's economy. Statewide training initiatives like the Electric Vehicle Infrastructure Training Program are already preparing California electricians for the shift to clean transportation technologies.

Zero-emission buses will significantly improve the air quality in cities across California. The life cycle emissions of electric transit buses are the lowest of all types of buses. Electric vehicles do not have any tailpipe emissions, which provides significant relief to the local air quality in the communities in which they are driven.

Not only can electric buses help California rise to meet our state's public health challenges, but a swift transition to zero-emission buses will also help meet California's goal of reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030. According to the Union of Concerned Scientists, battery powered electric buses on *today's* grid in California have 70 percent lower global warming emissions than diesel and natural gas buses, and hydrogen fuel cell electric buses have 50 percent lower emissions than diesel and natural gas buses.

The market and demand for electric buses is rapidly growing. There are 39 transit agencies with over 130 buses in California, and more than half of them are either operating zero-emission buses or have them on order¹. A growing list of agencies are planning to go 100% zero-emission, including Los Angeles, the largest fleet on the west coast.

In addition to the public health and global warming benefits, zero-emission buses can also help boost transit ridership, as they provide a better experience by operating more quietly, smoothly, and cleanly than conventional-fueled buses. Increasing transit ridership is critical to cities and counties implementing sustainable community development strategies.

We commit to advocating for zero-emission electric buses in our respective cities, and support transitioning bus fleets in our cities to zero-emission as soon as possible. Similar to the way the state's renewable energy policies


¹ In January 2018, there were 39 transit agencies with over 50 buses in California.

have driven clean energy demand, a strong signal from ARB that the state is prioritizing the transition to zero-emission transit will accelerate the availability of these clean vehicles and related infrastructure.

California's leadership on zero-emission transit buses would not be where it is today without your actions. We encourage you to continue providing vital incentives, but also to enact regulatory measures – incentives alone will not spur a shift away from fossil fuel-powered buses.

Thank you, and we look forward to working with you to ensure California remains a leader in clean technology and healthy communities.

Signed,



Mayor Sho Tay
City of Arcadia



Mayor Douglas Kim
City of Belmont



Mayor Jesse Arreguin
City of Berkeley



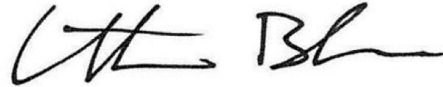
Mayor Michael Brownrigg
City of Burlingame



Mayor Mary Salas
City of Chula Vista



Mayor Andre Quintero
City of El Monte



Mayor Catherine Blakespear
City of Encinitas




Mayor Sam Hindi
City of Foster City



Mayor Deborah Penrose
City of Half Moon Bay



Mayor Rey León
City of Huron



Mayor Serge Dedina
City of Imperial Beach



Mayor Steve Croft
City of Lakewood



Mayor R. Rex Parris
City of Lancaster



Mayor Milt Stowe
City of Porterville



Mayor Racquel Vasquez
City of Lemon Grove



Mayor Tom Butt
City of Richmond



Mayor Robert Garcia
City of Long Beach



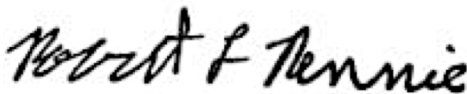
Mayor Darrell Steinberg
City of Sacramento



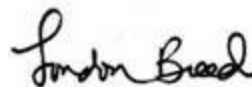
Mayor Eric Garcetti
City of Los Angeles



Mayor Sylvia Ballin
City of San Fernando



Mayor Rob Rennie
City of Los Gatos



Mayor London Breed
City and County of San Francisco



Mayor Gina Papan
City of Millbrae



Mayor Sam Liccardo
City of San Jose



Mayor Libby Schaaf
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Mayor Heidi Harmon
City of San Luis Obispo



Mayor Lisa Gillmor
City of Santa Clara



Mayor Erik Nasarenko
City of Ventura



Mayor Cathy Murillo
City of Santa Barbara



Mayor John Duran
City of West Hollywood



Mayor David J. Terrazas
City of Santa Cruz



Mayor Ted Winterer
City of Santa Monica



Mayor Michael Tubbs
City of Stockton



Mayor Glenn Hendricks
City of Sunnyvale



Mayor Patrick Furey
City of Torrance