



CALIFORNIA HYDROGEN BUSINESS COUNCIL

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The Honorable Fran Pavley
California State Senator, 27th District
State Capitol, Room 4035
Sacramento, CA 95814

The Honorable Anthony Cannella
California State Senator, 12th District
State Capitol, Room 3048
Sacramento, CA 95814

RE: SB 11 - SUPPORT

Dear Senators Pavley and Cannella,

The California Hydrogen Business Council (CHBC) is pleased to express strong support for SB 11. The CHBC connects hydrogen technology developments, businesses, energy leaders, government, and infrastructure providers with a common vision of energy and transportation fueled by zero-emission hydrogen. Our members develop, adapt, and implement technology and services that are taking the hydrogen economy into the mainstream.

For many years now, California has been a leader in recognizing and addressing social concerns such as reducing dependence on petroleum, reducing smog forming emissions and reducing greenhouse gasses. California has taken many aggressive steps to require zero emissions vehicles like battery electric and fuel cell electric vehicles (FCEVs). Unlike other governments, California has gone beyond simply regulating lower emissions, the State has put in place an impressive regulatory structure to address carbon in fuels (the Low Carbon Fuel Standard), carbon in the economy (Cap and Trade), consumer incentives (Clean Vehicle Rebate Program), and alternative fuel vehicle infrastructure (AB118 and the Clean Fuel Outlet programs). Additionally, Governor Brown addressed the challenge of infrastructure to support ZEVs by his Executive Order from March 23, 2013. This comprehensive approach by the state of California is unique: addressing consumers, infrastructure and vehicles.

The growth of hydrogen infrastructure will be an important component of the low carbon future that California has long envisioned. Hydrogen has been identified by the California Air Resources Board as an "ultra low carbon fuel" and FCEVs are recognized in the Zero Emission Vehicle mandate, as one of the key components to a successful approach to meeting the state's goals. Automakers have consistently stated that publically accessible, broadly available hydrogen infrastructure is a necessary pre-requisite to the successful introduction of FCEVs.

SB 11 bills would extend the sunset dates in important programs that provide critically needed investment in air quality and clean transportation by committing roughly \$100 million in state funds over the next five years towards opening a minimum hydrogen refueling infrastructure network of at least 100 stations, with appropriate annual reviews beginning in 2016 to assure that stations and vehicles are ramping up together. We believe that this commitment is essential to support the near-term, early commercial launch of FCEVs.

Thank you for your leadership on this important issue.

Sincerely,

Mark Abramowitz
President
California Hydrogen Business Council