[Sample Oppose Letter: Insert Company Logo]

The Honorable Philip Y. Ting
Member, California Assembly
State Capitol, Room 6026
Sacramento, California 95814

February XX, 2018

Re: Opposition to AB 1745

Dear Assemblymember Ting:

It is after careful deliberation that we respectfully express **opposition to AB 1745**, a bill that would prohibit the DMV from accepting an application for original registration of a vehicle unless it emits zero tailpipe emissions.

[Insert Company Background]

The passage of AB 1745 would prohibit California from reaching critical climate change and public health goals, and would create a policy of picking winners and losers while not using a technology-neutral, performance-based goal.

Destruction of the Low Carbon Fuel Standard (LCFS)

The LCFS is a fuel-neutral program designed to reduce the carbon intensity (CI) of California's transportation fuels by at least 10 percent by 2020, and even more so through 2030 after having been extended via SB 32. CI is the measure of GHG emissions associated with producing and consuming a fuel. AB 1745 would destroy the program.

In order to meet our state goals, we must simultaneously displace petroleum with increasing amounts of biofuels *and* promote zero-emission technologies. These two strategies are complementary to one another and are not in conflict. Advanced combustion technologies utilizing renewable fuels are delivering major environmental and public health gains to California, as well as supporting the economy. This bill would effectively ban biofuels from the transportation sector and destroy the LCFS, for which biofuels currently make up 80 percent and enjoy carbon intensities as low as -256.

CI of Electricity and Life Cycle

AB 1745 essentially mandates electricity as the primary fuel in California after 2040; however, this bill considers only tailpipe emissions and not full life-cycle impacts on the environment and public health. Life cycle *must* be considered in transportation policy because vehicles do not operate in a vacuum.

Medium- and Heavy-Duty Vehicles

While we acknowledge that this bill would regulate only vehicles weighing 10,000 lbs. or less, low carbon fuels displace a significant amount of gasoline and diesel within this weight class. Furthermore, we believe it is very likely that legislation in future years would be introduced to expand upon AB 1745, thereby regulating vehicles with higher gross vehicle weights in the same manner and thus further endangering our environment and public health.

Market Certainty Jeopardized with AB 1745

California's low carbon fuels industry is at a pivotal point. Investments in low carbon technology will happen only if there is certainty in the marketplace. The extensions of the cap-and-trade and Low Carbon

Fuel Standard programs have helped in this area. However, this bill sends the message that low carbon fuels are not part of the state's long-term strategy.

Having been a proud California business for quite some time, we would like to continue that effort into the future. We appreciate this opportunity to express our views.

Sincerely,

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cc: Assembly Member Cristina Garcia
Assembly Member Kevin McCarty