April 1, 2024

The Honorable Michael S. Regan
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Regan,

I am writing today on behalf of Reconnect Rochester to express our support for the Rochester Genesee Regional Transportation Authority's (RGRTA) application for a Climate Pollution Reduction Grant of $93.2 million. Our organization envisions a more equitable, sustainable and multimodal transportation network for our region, and champions transportation choices that enable a more vibrant and equitable community. Our mission supports efforts that are aimed at increasing the accessibility and mobility options for all people -- regardless of age, ability, income or mode of transportation.

As RGRTA works to achieve a 100% zero-emission bus fleet by 2040, it needs to make significant investments in its campus infrastructure and in the purchase of hydrogen fuel cell buses. This critical funding will help RGRTA expand its campus through the construction of a new "Zero-Emission Bus Facility" with a rooftop solar array and cover the incremental cost of 27 hydrogen fuel cell buses. The rooftop solar array on the new facility will be part of a microgrid that helps RGRTA reduce grid requirements and lower demand charges by utilizing green hydrogen to create green electricity during peak service times.

There are tremendous benefits to investing in zero-emission hydrogen fuel cell technology for public transit systems. The buses produce zero emissions and have a longer range and shorter fueling times than battery electric buses. They perform better in colder weather (which Rochester has plenty of!), the maintenance costs are lower than those associated with diesel buses, and hydrogen fueling infrastructure is more scalable with a much lower grid impact. All these benefits align with the focus of the Climate Pollution Reduction Grants program on reducing greenhouse gas emissions

and other harmful air pollution. Above all, the community and bus riders themselves will be spared breathing harmful emissions and move toward zero-emission transit.

I thank you for considering their request on behalf of the Rochester, NY multimodal transportation community.

Sincerely,

Bill Collins,
Advocacy Committee Chair

Cody Donahue
Director of Policy and Advocacy, Reconnect Rochester

And…

Mary Staropoli, MPA, Executive Director
Victor Sanchez, President
Pete Nabozny, Vice President
Jackie Marchand, Treasurer
Jason Partyka, Secretary
Erick Stephens
Mike Davis
Bree-Ana Dukes
John Lam
Brendan Ryan
Bo Shoemaker
Renée Stetzer

March 28, 2024

The Honorable Michael S. Regan
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Administrator Regan:

On behalf of the Genesee Transportation Council (GTC), the designated Metropolitan Planning Organization for the Genesee-Finger Lakes Region, I would like to express support for the hydrogen fuel cell technology projects proposal from the Rochester Genesee Regional Transportation Authority (RGRTA) seeking funding through the Climate Pollution Reduction Grant (CPRG).

People throughout the region rely on RGRTA to connect them to jobs, education, health care, shopping and other activities. As RGRTA works to achieve a 100% zero-emission bus fleet by 2040, it needs to make significant investments in its campus infrastructure and in the purchase of hydrogen fuel cell buses. This critical funding will help RGRTA expand its campus through the construction of a new Zero-Emission Bus Facility with a rooftop solar array and cover the incremental cost of 27 hydrogen fuel cell buses that will replace diesel fueled buses. The rooftop solar array on the new facility will be part of a microgrid that helps RGRTA reduce grid requirements and lower demand charges by utilizing green hydrogen to create green electricity during peak service times.

There are tremendous benefits to investing in zero-emission hydrogen fuel cell technology for public transit systems. The buses produce zero emissions and have a longer range and shorter fueling times than battery electric buses. They perform better in colder weather, the maintenance costs are lower than those associated with diesel buses, and hydrogen fueling infrastructure is more scalable with a much lower grid impact. All these benefits align with the focus of the Climate Pollution Reduction Grants program on reducing greenhouse gas emissions and other harmful air pollution.

The proposed improvements advance the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP 2045), which was adopted on June 10, 2021. LRTP 2045 includes the following needs and recommendation(s):

- Reducing Energy Usage and Greenhouse Gass Emissions, noting that "Fossil fuel consumption is a major contributor to air pollution and climate change."
- Increasing System Resiliency, noting that "A resilient transportation system is crucial to the region's security and economy."
- SR-6: Alternative Fuel Fleet Expansion, which seeks to "Expand the use of alternative fuel vehicles, such as municipal DPW trucks, transit buses, and delivery vans, in public and private fleets."

This project builds upon the efforts that RGRTA has already begun to integrate hydrogen fuel cell and electric (i.e., zero emissions) buses into their fleet. We are pleased to see RGRTA pursuing alternatives to fossil fuel vehicles that will contribute to our nation's pursuit of energy

independence and contribute to better health of people who live in the areas served by these buses.

While EPA funding is not typically included in a region's Transportation Improvement Program (TIP), the Federal Transit Administration (FTA) may require inclusion of any award as a Regionally Significant Project. Upon notification that this project has been selected to receive funding under the Climate Pollution Reduction Grant (CPRG), GTC will take the necessary action to amend the region's TIP to include the project at the first opportunity to do so and to effect corresponding changes to the Statewide TIP as quickly as possible.

Sincerely,

James Stack
Executive Director

cc: Miguel Velázquez, RGRTA Chief Executive Officer

March 29, 2024

The Honorable Michael S. Regan
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Regan,

I write today on behalf of Connected Communities to express my support for the Rochester Genesee Regional Transportation Authority's (RGRTA) application for a Climate Pollution Reduction Grant of $93.2 million. RGRTA will utilize this funding to invest in hydrogen fuel cell technology projects that will support their transition to a zero-emission fleet.

As RGRTA works to achieve a 100% zero-emission bus fleet by 2040, it needs to make significant investments in its campus infrastructure and in the purchase of hydrogen fuel cell buses. This critical funding will help RGRTA expand its campus through the construction of a new Zero-Emission Bus Facility with a rooftop solar array and cover the incremental cost of 27 hydrogen fuel cell buses. The rooftop solar array on the new facility will be part of a microgrid that helps RGRTA reduce grid requirements and lower demand charges by utilizing green hydrogen to create green electricity during peak service times.

There are tremendous benefits to investing in zero-emission hydrogen fuel cell technology for public transit systems. The buses produce zero emissions and have a longer range and shorter fueling times than battery electric buses. They perform better in colder weather, the maintenance costs are lower than those associated with diesel buses, and hydrogen fueling infrastructure is more scalable with a much lower grid impact. All these benefits align with the focus of the Climate Pollution Reduction Grants program on reducing greenhouse gas emissions and other harmful air pollution.

I thank you for your support and for considering their request.

Sincerely,

L. Smith

Dr. LaShunda Leslie-Smith