

Comment 1 for Climate change early actions (ccea2) - Non-Reg.

First Name: Juanita
Last Name: Gorgona
Email Address: jgorgona@hotmail.com
Affiliation:

Subject: Line Item Veto
Comment:

Los Angeles, California
greenhouse gas emissions

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-14 20:55:53

No Duplicates.

Comment 2 for Climate change early actions (ccea2) - Non-Reg.

First Name: William R.
Last Name: Sproull
Email Address: bills@clearedgepower.com
Affiliation: ClearEdge Power, Inc.

Subject: Recommendation for Small-scale CHP
Comment:

Dear ARB,

The current list of early actions is heavy on transportation impacts, but a significant portion of the CO2 generation originates from the demand for energy, both electrical and heat, in buildings throughout California.

A distributed network of small-scale (< 20kW) combined heat and power (CHP) systems will bring significant economic and environmental advantages to the State. A clean fuel cell-based CHP system will convert fuels to energy at a very high 85% efficiency. Just as significantly, the carbon footprint of a building could be reduced by 40%, as compared to NG peaker generation plants and traditional natural gas space and water heating. The building applications would include over 50,000 small commercial buildings and a significant portion of the 12 million homes in California.

The CHP systems and technology are available today to be compatible with a variety of fuels, from natural gas to vegetable oil. The economic paybacks will be better than current solar PV paybacks in California, while being able to produce 8 times the annual energy output of a similar-sized solar PV installation.

The attached document was prepared for E2 (Environmental Entrepreneurs) to use in its discussions with the ETAAC concerning viable actions for AB32 implementation. I will be happy to expand on this and brief members of the ARB staff, at their convenience, on our systems and capabilities in this area.

I encourage the ARB to consider incentives to accelerate the deployment of clean, efficient small-scale CHP systems as one of the early action recommendations to reduce greenhouse gas emissions.

Most sincerely,

William R. Sproull
Sr. VP Business Development and Administration
ClearEdge Power, Inc.

Attachment: 'www.arb.ca.gov/lists/ccea2/2-clearedge_power_e2_profile.doc'

Original File Name: ClearEdge Power E2 Profile.doc

Date and Time Comment Was Submitted: 2007-09-15 11:49:10

No Duplicates.

Comment 3 for Climate change early actions (ccea2) - Non-Reg.

First Name: Mike

Last Name: Sandler

Email Address: mike@climateprotectioncampaign.org

Affiliation: Climate Protection Campaign

Subject: Comment to CARB: Early Action: Carbon Permit Fee

Comment:

Attn: California Air Resources Board - Early Action Measures

On behalf of the Climate Protection Campaign, I would like to submit the attached comments (word document) on Early Action Measures. We recommend CARB adopt an additional early action: a carbon permit fee, which would help fund CARB's important work in implementing AB32. The fee would also help CARB gain experience in administering charges, which may be useful in a future economywide cap and trade (auction) system for California. We also suggest CARB conduct a study on per capita consumer compensation, as an environmental justice approach and as a way to alleviate the economic impacts of fuel price increases. As background, the comment also includes a summary of our comments to the Market Advisory Committee.

Thank you for your consideration.

-Mike Sandler

Carbon Share Program Manager

Climate Protection Campaign

(707) 529-4620

mike@climateprotectioncampaign.org

www.carbonshare.org

Attachment: 'www.arb.ca.gov/lists/ccea2/3-cpccommenttocarb_eam9-12-07.doc'

Original File Name: CPCcommenttoCARB_EAM9-12-07.doc

Date and Time Comment Was Submitted: 2007-09-15 12:54:24

No Duplicates.

Comment 4 for Climate change early actions (ccea2) - Non-Reg.

First Name: michael

Last Name: siverson

Email Address: siver7@sbcglobal.net

Affiliation:

Subject: smog checks

Comment:

I AM NOT SURE IF THIS IS THE RIGHT PLACE TO COMMENT ON THE SMOG CHECK PROGRAM AND ITS BENIFIT TO AIR QUALITY .I AM A SMOG TECH AND HAVE BEEN ONE FOR ABOUT 18YEARS.I HAVE WATCHED THE BAR 90 PROGRAM. IT WAS A LEARNING EXPERANCE FOR ME AND I AM SURE IT WAS ALSO A LEARNING EXPERIANCE FOR ALL STATE AND FED AGENACYS.THEN THE 97 PROGRAM HAVE MOST OF THE BUGS WORKED OUT AND IT IS HELPING CLEAN THE AIR .THIS IS MY CONCERN AN IMPORTANT PART IS BEING CHANGED FOR THE WORSE.THE TEST ONLY PART OF THE PROGRAM IS A BALANCE BETWEEN CONFLICT OF INTERST AND THE MOST EFFICET WAY TO REDUCE EMISSIONS IN CARS.IT SEEMS THE BAR IS VERY FLEXABLE WHEN IT CHANGES ITS LEADERSHIP I HAVE WHACHED IT FOR 18 YRS .THE BEW RULE IS GOLD SHEILD STATIONS WILL BE ABLE TO TEST CARS BEFORE THE REPAIR AND COULD BE A TEMPTING CONFLICT .THESE GOLD SHEILD ARE BETTER PREFORMING TEST AND REPAIR SHOPS BUT IN VOLUME OF TESTS THEY DONT COMPARE TO TEST ONLYS.THIS IS SOMETHING ARB SHOULD LOOK AT VERY CLOSELY PLEASE CONTACT ME IF I CAN BE OF HELP IN THIS ISSUE
M.SIVERSON

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-16 20:18:43

No Duplicates.

Comment 5 for Climate change early actions (ccea2) - Non-Reg.

First Name: John

Last Name: Mathias

Email Address: johnmathias@alumni.brown.edu

Affiliation:

Subject: Fuel Taxes

Comment:

To whom it may concern:

We need significantly higher fuel taxes if we are serious about reducing greenhouse gas emissions. The sale of any fossil fuel should be taxed based on the amount of greenhouse gas it emits. One of the major reasons that greenhouse gas emissions are very high is that fuel costs are very cheap in relation to the benefit that they provide. Fuel taxes should incorporate the environmental cost of burning fossil fuels into the total cost of the fuel. The environmental costs of continuing to emit high levels of greenhouse gases are unknown, but could be unimaginably high in the future. By increasing the cost of burning fossil fuels, including coal, natural gas, and petroleum, greenhouse gas emissions will be reduced.

I understand that a major challenge of implementing a greenhouse gas emission tax would be public opinion; however, I do not believe that we have any alternative. Setting the tax rate appropriately is very important. The rate of the tax would have to be high enough so that greenhouse gas emissions would be decreased but not so high that fuels become completely unaffordable. If the tax rate were set appropriately, individuals and organizations would seek methods to decrease their use of greenhouse gas-emitting fuels. Higher tax rates could create economic hardship for many people; however, phasing in the increased costs over time would mitigate this problem. By phasing in increased costs, it will be easier for individuals and organizations to look for methods of decreasing their use of greenhouse gas-emitting fuels and to mitigate the economic effects of increased fuel costs. In addition, over time, increased fuel costs would promote the development of fuel efficient technologies and also would promote the development of alternative transportation systems, leading to reduced emissions of greenhouse gases.

Incorporating the true costs of fossil fuels, including the environmental costs, into the price of the fuels is the most effective method of reducing greenhouse gas emissions.

Sincerely,
John Mathias
Sacramento, California

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-17 10:13:18

No Duplicates.

Comment 6 for Climate change early actions (ccea2) - Non-Reg.

First Name: Maurice

Last Name: Roos

Email Address: mroos@water.ca.gov

Affiliation: CA DWR

Subject: Greenhouse gas reduction=extend light rail to SMF

Comment:

I would like to suggest as an early measure, that we extend the Sacramento light rail system to the Sacramento International Airport. Such an extension is planned some day, but it would be easier to build it soon before more development in Natomas area makes the routing difficult. So many people come in to do buisines with State government and they would be happy to have a light rail transportation option, saving motor vehicle rent and traffic.

Such a system could easily save 800 to 1000 auto trips per day, which is the only way to get to and from the airport now. It may take a State grant to RT to move ahead on this rail route, but gasoline saving could well be 500 gallons per day, with resulting reduction (at 8.8 kg of CO2 per gallon and a 5 day work week of 22 metric tons per week or about 1.1 million metric tons per year, not counting weekends.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-17 12:10:21

No Duplicates.

Comment 7 for Climate change early actions (ccea2) - Non-Reg.

First Name: Jody

Last Name: Gorran

Email Address: jgorran@bellsouth.net

Affiliation:

Subject: Hybrid Swimming Pool Heating Act

Comment:

Attached is a proposed piece of climate change legislation which could be passed statewide by the California Legislature or could be passed in a modified form by a municipality or county for local enactment.

Heating a swimming pool exclusively with natural gas or propane is a luxury we can no longer afford.

A Hybrid Solar Swimming Pool Heater provides

A. The most convenient swimming pool heater: Natural gas or propane for "anytime heat."

B. The most cost effective swimming pool heater: Solar pool heating for "free heat from the sun."

C. The most Global Warming (Climate Change) friendly swimming pool heater: Solar pool heating for "CO2 emissions-free heat."

Background: A typical gas pool heater uses around 8 therms per square foot of pool surface per year to maintain a constant temperature of approx. 80 degrees F (this varies depending upon local microclimate conditions).

CO2 emissions from gas pool heaters are around 11 pounds per therm.

Municipal (Olympic) size pools generally have about 12,000 feet of surface area and are typically heated for daily use, year round. A solar pool heating system can reduce 40% to 60% of the annual gas used to heat a year-round pool (the solar contribution is higher for pools that are NOT heated year-round).

In the case of an Olympic size pool, this would equate to between 35,000 to 55,000 therms per year of gas use reduction and CO2 emission reductions between 400,000 to 600,000 pounds per year in this example.

Nitrous oxides emission reductions would be on the order of 400 to 600 pounds, relative to the CO2 reduction.

The reductions possible from smaller-sized gas heated pools would be directly proportional.

There are approx. 67,000 commercial pools (including municipal, governmental, educational, hospitality industry, multi-family,

etc) in California. There are approx. 1,000,000 residential pools in California. The majority are heated.

Attachment: 'www.arb.ca.gov/lists/ccea2/7-hybrid_solar_act_ca.pdf'

Original File Name: Hybrid Solar Act CA.pdf

Date and Time Comment Was Submitted: 2007-09-17 12:53:59

No Duplicates.

Comment 8 for Climate change early actions (ccea2) - Non-Reg.

First Name: Andrew

Last Name: Smith

Email Address: asmith@atdynamics.com

Affiliation: Advanced Transit Dynamics, Inc.

Subject: Support of regulations requiring aerodynamic devices for tractor trailers

Comment:

Please include the attached file in the public record. Our company, Advanced Transit Dynamics, Inc. strongly supports government efforts to encourage widespread adoption of tractor-trailer aerodynamic devices for tractor trailers. As a California based start-up company we look forward to ensuring that durable, dependable and effective drag reduction devices are available to the industry in 2008.

Attachment: 'www.arb.ca.gov/lists/ccea2/8-atdynamics_intro__letter_and_flyer_v1.doc'

Original File Name: ATDynamics intro letter and flyer_v1.doc

Date and Time Comment Was Submitted: 2007-09-18 16:02:16

No Duplicates.

Comment 9 for Climate change early actions (ccea2) - Non-Reg.

First Name: G
Last Name: Zippert
Email Address: zcycle@hotmail.com
Affiliation:

Subject: Idle time
Comment:

Hi, You ideas are not realistic, I beg any law maker to try these regulations in real life, how about Indio or Barstow,etc., in August. After driving for 11 hours and then a drive must sleep, and there is no method for cooling short of running the trucks engine what kind of sleep will the drive have? Will he be safe on the highway after no rest?

If CARB wants to help clear the air, how about the Rail Road diesel engines, do they run on low sulfur diesel? How is their idle time regulated? Have a look at the exhaust spewing black smoke as they cross the high desert. Do they have electronic engine controls yet?

How about stricter speed enforcement on California highways for all vehicles and tougher emission standards for light truck and SUV's. People who use California highways don't come close to driving the speed limit, just think how much fuel that would save by driving the Posted Speed limit, not 20MPH over the limit.

I am a CDL holder so I know what I am writing about.

Thank You,

G. Zippert

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-18 18:17:52

No Duplicates.

Comment 10 for Climate change early actions (ccea2) - Non-Reg.

First Name: Kim

Last Name: Mosino

Email Address: FunnyFarm3@peoplepc.com

Affiliation:

Subject: Future changes for aerodynamics and idling laws

Comment:

Hello there,

My husband and I are owners of 1 day cab tractor. We are extremely concerned about the changes you are proposing. Although we understand that these changes may be needed, we feel that more time should be given to small companies. I actually think the changes should only be in effect for those who purchase new trucks. Many of us can not afford that, as well as can not afford all of the aftermarket equipment we are expected to purchase for our truck. We run mainly in the desert with this truck, you are telling us that when we are in line for several hours we are supposed to be able to sit in over 100% weather without running this truck??? How about the cold weather, sometimes actually cold enough to freeze weather? This would be illegal to do to an animal or a child, how is this legal to do to a working adult? I want some answers about this. This is unsafe, you will have dead drivers on your hands! Do you really want someone working under these conditions to be on the road in an 80,000 pound truck with your family? How many will have to die before you see how ridiculous your soon to be rules are? I really hope you reconsider how you go about making these changes. You will run good people out of this great state, as well as keep OTR drivers from running here. How is that for business?

Please reply, with answers to every question that I asked, and no BS answers, real solutions please.

Thank you

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-18 19:22:16

No Duplicates.

Comment 11 for Climate change early actions (ccea2) - Non-Reg.

First Name: Kathleen

Last Name: Rebel

Email Address: kabro@comcast.net

Affiliation: Transportation consultant

Subject: Financial Impact

Comment:

The question I have is..... Do any of you alleged smart persons know the slightest thing about operating a truck or the inner workings of the transportation industry. The cost due to the lack of equipment to run loads when all of the truckers that can't afford your latest requirements go out of business? What will happen to California's economy. It is new regulations without complete research that caused me to leave California after 66 years because my family and business could no longer afford all the new regulations.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 08:28:10

No Duplicates.

Comment 12 for Climate change early actions (ccea2) - Non-Reg.

First Name: Rodger

Last Name: Harmon

Email Address: harmontrucking@sbcglobal.net

Affiliation:

Subject: New regulations for trucks in CA.

Comment:

I am writing in response to the admendments proposed to make trucks in CA more aerodynamic, thus more fuel effiecent.

I am a single truck company, as it stands now adding any items to my truck to meet the admendment guidlines would put me out of business. I am not saying I oppose being more fuel effiecent it just comes down to who is paying for these modifications? As far as the idling laws I run an APU (alternative power unit), I have not heard what laws will make an APU CA legal, mine was bought in 2005 and runs a 2 cylinder diesel motor. Is there any requirements to be assured this is ok'd for use? If not who is paying for retrofitting of these devices? Just a question on idling, Why are truck drivers less important than pets or children? You cannot leave them in a closed vehicle without laws protecting them? You can however leave truck driver in his sleeper in 90+ degree weather outside so 110+ degrees inside and expect him/her to get a restful sleep and be alert enough to drive in traffic without being tired, from not being able to sleep in that heat.

So being a small company of one, I can not afford to go out and purchase these modifications for my truck, which is a 2001 Peterbilt. So who would have answers for these questions I can go to? Also what is the actual timelines of implementation on these?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 10:51:46

No Duplicates.

Comment 13 for Climate change early actions (ccea2) - Non-Reg.

First Name: ronnie

Last Name: nash

Email Address: rnlighthouse trucking@yahoo.com

Affiliation:

Subject: carb

Comment:

i know we have to be concerned about air but i think the governments of this country is putting to much on the trucking industry . one of these days you will not have anyone to haul your commidities, because noe one can meet your requirements.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 11:41:49

No Duplicates.

Comment 14 for Climate change early actions (ccea2) - Non-Reg.

First Name: Edward

Last Name: Hauser

Email Address: stiltrukin@hotmail.com

Affiliation: OOIDA, Owner Operator

Subject: Aerodynamics on trucks

Comment:

When you have loads of material that must load over the front and rear of the trailer (ie) 60 foot rebar on a 48 foot trailer, Aerodynamic fairings will not work.

If you have a long wheelbase tractor and pull varied types of trailers, flatbed, van, tanker, lowbed you cannot have a catchall set of fairings.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 12:32:09

No Duplicates.

Comment 15 for Climate change early actions (ccea2) - Non-Reg.

First Name: Karin

Last Name: Conover-Lewis

Email Address: klc.lewis@centurytel.net

Affiliation:

Subject: Anti-Idle

Comment:

It is patently unfair to limit truck idle times to 3 minutes if shorepower hook-ups are not present AND available for the truck to use them. Truckers do not idle out of laziness or an unwillingness to shut off their engines -- they do it because without shorepower they have no way to modify the climate within the truck cab and sleeper. Temperatures in the State of California run the extreme from 120 degrees to near freezing in the deserts, to well below freezing in northern an mountain regions.

It is not only unfair to prohibit engine idling, but doing so creates unsafe, even life-threatening conditions for the trucker trying to sleep in the sleeper berth. It is therefore mandatory that anti-idling regulations should only be enforced when shorepower hook-ups are not only installed in all truckstops and rest areas, but that they are AVAILABLE for the truckers to use. In any place where hookups are not provided AND available, idling MUST be allowed.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 14:38:19

No Duplicates.

Comment 16 for Climate change early actions (ccea2) - Non-Reg.

First Name: Jay

Last Name: Fanning

Email Address: oktrucker@oktrucker.com

Affiliation: OOIDA Member

Subject: Upcoming regulations

Comment:

While greenhouse gas is considered bad for the environment, consider the cost of electrification and the cost to equip the numerous trucks that enter California for sole purpose of providing for the needs of the citizens of California. The millions of dollars that drivers spend while in transit through the state to destination, and then reloading and departing the state. You want to force regulations not only upon your state, but legislate changes that truck makers would have to comply with, and in effect making all other states bend to your regulatory process. With the current idle reduction equipment, we have reduces in great levels the poluting factors, with USLD (Ultra Low Sulphur Diesel), and APU (Auxiliary Power Unit) use. I can tell you that not only does your government regulation, and enforcement agencies cause difficult times for truckers, the continued direction to the industry that moves America, and California will not tolerate much more stress. You will force drivers not to come to California, placing an overburden on the already numbing effect of 2007 emissions, and cost to carriers to stay in business. If you must place such restrictions on transportation industry, first, put in place additional parking areas already equipped to handle the demands or prospective regulations, a way to benefit the industry for the change, and not just a blind resoultion. Remember, everything you have in your home including your home came by truck, and without trucks your society would colapse.

Attachment: 'www.arb.ca.gov/lists/ccea2/16-_cid_637.jpg'

Original File Name: !cid_637.jpg

Date and Time Comment Was Submitted: 2007-09-19 15:32:17

No Duplicates.

Comment 17 for Climate change early actions (ccea2) - Non-Reg.

First Name: Rob

Last Name: Neenan

Email Address: rob@clfp.com

Affiliation: California League of Food Processors

Subject: CLFP comments regarding Sept. 17 ARB workshop--early action items

Comment:

Enclosed is a copy of CLFP's comments regarding ARB's proposed amendments to the Early Action Plan

Attachment: 'www.arb.ca.gov/lists/ccea2/17-sept_2007_clfp_comments_re_early_action_items.doc'

Original File Name: SEPT 2007 CLFP Comments re Early Action Items.doc

Date and Time Comment Was Submitted: 2007-09-19 15:35:43

No Duplicates.

Comment 18 for Climate change early actions (ccea2) - Non-Reg.

First Name: Rodger

Last Name: Harmon

Email Address: harmontrucking@sbcglobal.net

Affiliation:

Subject: Further comments

Comment:

I am responding again to this comment period.

On my first response I agree we do not need to idle trucks in unneeded environments but an example of needed idling would be in So. Calif. during the summer when it's 100+ degrees outside it is an oven inside the sleeper and we are supposed to get a "good" nights rest and be alert and rested to deal with traffic in the morning.

As far as the major problem with green house gases is coming from all of the excess cars on the freeways and roads causing all this slow traffic, wasted fuels and time. So with the number of commercial trucks versus cars, we are not the primary contributors. Also there needs to be something done with speed in the state, just look at the freeways during non commute hours and try to find a vehicle doing within 10 miles of the posted speed limit. How much fuel is being wasted from cars, passenger vehicles, small trucks, etc. doing 10, 15 or even 20 mph over the speed limit. You can not tell me they are less of a factor in what you are trying to stop by regulating me out of business.

I am happy to do what I can to get my truck as efficient as possible but again I am a single truck company with no financial backing to go to my local repair shop and say "make my truck CA compliant". What are the standards for Mexican trucks? They may not be going all over the state legally as of right now, but aren't they using 1500 or 5000 ppm sulfur fuels? How does this affect CA air, with the number of them with the commercial zones alone on the border that has got to be some type of consideration.

So I guess I, as a struggling business, trying to make a living will go deeper in debt, if not out of business trying to comply with these standards. One thing I am hearing within the trucking community is "I will not haul freight to California". So as a resident of the state, how are you looking at this situation when prices skyrocket because no one wants to haul into the state, with needed commodities?

There seems to be a vast number of questions with minimal answers at this time. I talked to some of your representatives at the Las Vegas truck show in June and got no idea from them that this situation was going to be as drastic as it is becoming.

Thank you again for your time,
Rodger Harmon

Harmon Trucking

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-19 18:02:37

No Duplicates.

Comment 19 for Climate change early actions (ccea2) - Non-Reg.

First Name: DAVID

Last Name: BROWN

Email Address: DBEXPRESS@VERIZON.NET

Affiliation:

Subject: FAIRINGS

Comment:

I assume that since you want to put fairings and such on all trucks you will pay for them. What are you trying to do put everyone out of business? Have your fellow Californians shut off their air conditioning and please shut yours off in the buildings where you work it would do wonders for the greenhouse contributions you make. Go back to candles and shut your lights off.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-20 01:12:10

No Duplicates.

Comment 20 for Climate change early actions (ccea2) - Non-Reg.

First Name: Robert M.

Last Name: Clarke

Email Address: robertmclarke@truckmfgs.org

Affiliation: Trade Association

Subject: Discrete Early Action Items relative to Heavy Trucks

Comment:

Attached are the comments we offered at the workshop as well as a picture recently taken in San Diego that depicts the wide variety of vocations that trucks perform that are so vital to the economy. This makes it extremelly difficult to proscribe "one size fits all" requirments for all heavy vehicles. We welcome the opportunity to work with CARB on tailored and appropriate measures to foster greenhouse gas reductions in this vital segment of the economy.

Attachment: 'www.arb.ca.gov/lists/ccea2/20-picture_of_concrete_pumpers.zip'

Original File Name: Picture of Concrete Pumpers.zip

Date and Time Comment Was Submitted: 2007-09-20 07:46:24

No Duplicates.

Comment 21 for Climate change early actions (ccea2) - Non-Reg.

First Name: Mark

Last Name: Pawlicki

Email Address: mpawlicki@spi-ind.com

Affiliation: Sierra Pacific Industries

Subject: CCAR Forestry Protocol

Comment:

Attached are the comments of Sierra Pacific Industries regarding the Board's consideration of endorsing the California Climate Action Registry's forestry protocol.

Attachment: 'www.arb.ca.gov/lists/ccea2/21-ccar_protocol_comments_on_letterhead.doc'

Original File Name: CCAR Protocol Comments on Letterhead.doc

Date and Time Comment Was Submitted: 2007-09-20 09:04:37

No Duplicates.

Comment 22 for Climate change early actions (ccea2) - Non-Reg.

First Name: Roger

Last Name: Billey

Email Address: rabilley@aol.com

Affiliation: Airman Inc.

Subject: mandatory aerodynamics

Comment:

I am part of a start up company, Airman Inc., which manufactures an aerodynamic device that significantly reduces road spray, improves handling and improves fuel mileage. Mileage test are still ongoing, but we anticipate a 5%-6% improvement. You can see our product on our website <http://www.airmansystems.com/>

Roger Billey

Vice President/General Manager, Airman Inc.

Photo of our product, which looks really neat is attached.

Attachment: 'www.arb.ca.gov/lists/ccea2/22-airwedge-new.jpg'

Original File Name: airwedge-new.jpg

Date and Time Comment Was Submitted: 2007-09-20 13:52:40

No Duplicates.

Comment 23 for Climate change early actions (ccea2) - Non-Reg.

First Name: Chuck

Last Name: Fraust

Email Address: cfraust@sia-online.org

Affiliation: Semiconductor Industry Association

Subject: SIA comments to CARB Early Action Measures

Comment:

The Semiconductor Industry Association wishes to confirm our understanding, based on discussions with CARB, that any imposition of restrictions on SF6 in California will not apply to semiconductor manufacturers

The Semiconductor Industry Association would also like to confirm our understanding that CARB is primarily interested in requiring non-MOU companies to report emissions

We are also submitting, as an attachment, a copy a white paper entitled PERFLUOROCARBON EMISSIONS BY THE SEMICONDUCTOR INDUSTRY. SIA prepared this report to help CARB better understand the status of semiconductor manufacturing in California as well as the importance of the global emission reduction program currently underway both in the US through an MOU with the USEPA and globally through a Voluntary Commitment with the World Semiconductor Council (WSC).

Attachment: 'www.arb.ca.gov/lists/ccea2/23-sia_carb_pfc_white_paper.pdf'

Original File Name: SIA CARB PFC White Paper.pdf

Date and Time Comment Was Submitted: 2007-09-20 15:29:25

No Duplicates.

Comment 24 for Climate change early actions (ccea2) - Non-Reg.

First Name: Devra

Last Name: Wang

Email Address: dwang@nrdc.org

Affiliation: NRDC

Subject: NRDC Support for Expanded List of Early Action Measures

Comment:

Attached please find a letter from NRDC in support of the staff's proposal to expand the list of early action measures under AB 32.

Best,
Devra Wang

Attachment: 'www.arb.ca.gov/lists/ccea2/24-nrdc_letter_expanded_eams_final.pdf'

Original File Name: NRDC letter expanded EAMs final.pdf

Date and Time Comment Was Submitted: 2007-09-20 18:13:54

No Duplicates.

Comment 25 for Climate change early actions (ccea2) - Non-Reg.

First Name: John

Last Name: Vidic

Email Address: John.Vidic@edwards.af.mil

Affiliation: Edwards AFB

Subject: Landfill Methane Capture

Comment:

The attached PDF file is a letter to the CARB with Edwards AFB comments on methane capture feasibility specific to the Edwards AFB landfill.

Attachment: 'www.arb.ca.gov/lists/ccea2/25-edwards_ab32_ltr_20_sep_07.pdf'

Original File Name: Edwards AB32 Ltr 20 Sep 07.pdf

Date and Time Comment Was Submitted: 2007-09-21 11:35:31

No Duplicates.

Comment 26 for Climate change early actions (ccea2) - Non-Reg.

First Name: Duane

Last Name: Boggs

Email Address: daboggs@ubtanet.com

Affiliation:

Subject: commercial vehicle retrofits

Comment:

I think your agency has gone over the top when it comes to some of these "add-ons" being talked about for commercial vehicles. I'm based in Utah and haul oil in a round tank. Please explain to me how cab fairings and closing the gap at the back of my tractor will help. Also I run off road a considerable amount of time. Are you willing to pay for my super single tires every time I put a rock through it or pay for the grader or tow truck when I get stuck in the mud? We have tried super singles on drive tires and they simply are unfeasable in our particular situation. I'm not necessarily opposed to some form of tire inflation monitoring, however I flat refuse to retrofit to an automatic tire inflation system. I carry a tire gauge and hose and can inflate my own tires when they are low, and this doesn't cost me anything.

I'm thankful I live in the free State of Utah and don't have to come to the Communist State of California very often, if it comes right down to it I will quit running in California altogether.

Thank you for allowing me to comment,
Duane Boggs

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-21 17:37:14

No Duplicates.

Comment 27 for Climate change early actions (ccea2) - Non-Reg.

First Name: pat

Last Name: fitzgerald

Email Address: fitz1@adninternet.com

Affiliation:

Subject: CARB OVER THE TOP

Comment:

What Calif. is trying to do is over the top, A truck any truck idling at 900 RPMS burns about a half a gallon an hour not a gallon they want you to think a good generator burn from 3/10 to 4/10 a gallon a hour the savings are nill. Battery powered heating and cooling been tried they do not work period.

The Collectors they want put on the exhaust it has been tried years ago but then they were called reanatores cut fuel mileage so bad it caused more pollution.

Hanging skirts on the side of a flat bed for better mileage come on get real it will never work and as for super singles no way in hell they are a night mare on ice and snow, If Calif needs truck's delivering goods far more than trucks need Calif.

Who ever is thinking all this up has no clue how a truck operates or what it takes to make it.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 05:33:04

No Duplicates.

Comment 28 for Climate change early actions (ccea2) - Non-Reg.

First Name: Geoff

Last Name: Danish

Email Address: dancoltd@telus.net

Affiliation:

Subject: CARB's proposed aerodynamics mandate

Comment:

As a trucker from a jurisdiction outside California, I must voice my concern with this proposed regulation. With the high cost of fuel, I have already taken steps to make my truck more fuel efficient. For example, I have installed low tire inflation indicators on my tractor and 2 trailers at a premium cost. Although these indicators are not automatic, they tell me if I have a low tire anywhere on my equipment. With the high cost of tires and fuel, I carry an air hose and fill them up as it costs me additional expense if my tires are under inflated. I have been proactive and taken steps to become more fuel efficient, and now your proposed regulation will be penalizing me for doing so. My indicators will not meet your regulations as they are not automatic so they will have to be scrapped. One of my trailers will not be able to be retrofitted with automatic inflation devices, so that trailer will have to be restricted out of California. Please consider the following:

1. Your regulation will restrict trade as truckers unable to comply with this proposal will be restricted out of California. This will drive up freight costs to consumers.
2. A lot of truckers are like myself and have been proactive with installing devices to save fuel.
3. Not all equipment can be installed with the devices you demand.
4. Please consult with truckers from different jurisdictions to see how this legislation will affect them. Remember, you are not truckers and are unfamiliar with how the trucking industry works.

I strongly urge you to drop this proposed legislation for the reason give above. Should you wish to discuss further, I can be reached at 509-690-1536. Thank you

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 06:05:16

No Duplicates.

Comment 29 for Climate change early actions (ccea2) - Non-Reg.

First Name: Guy
Last Name: Payne
Email Address: gp3o@hotmail.com
Affiliation:

Subject: Truck Emission and Idling Restrictions
Comment:

Greetings:

California is once again plunging into the abyss of the unknown. The environmental efforts, you so proudly pat yourself on the back for, are going to be the "end" of your economy. As a truck owner I can not afford the upgrades and APU that would be necessary to comply with your ridiculous proposal. Most of you do not have a clue as to what's going on in the real world. You sit in your offices working diligently to justify your paycheck! Trying to pass laws to legislate mother nature is ridiculous, but we all expect that from you! You can't even prove that "Man" is causing the environmental change, but you think you can control it anyway. Count me out!!!

I will never set foot inside California again! When your products sit on the docks and rot, you will be forced to relax these ridiculous laws. However, I still will not run to your aid. Whoever is thinking up these rules are STUPID or STONED! I have a rule for you, ALL governmental boards with the power to make rules or laws should be drug tested each and every time they sit for a meeting and should have to pea in a receptacle in order to push the button to cast the vote. I call it "Pea-n-Vote".

Your pompous attitudes are disgusting. When the media investigates your rulings or questions you as to how you reached your decisions, you simply will not respond, or if you do, you LIE! We are sick of the government butting into our business with their bogus research.

Good-bye and Good Riddance

Guy Payne
American Trucker
Owner / Operator

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 10:14:44

No Duplicates.

Comment 30 for Climate change early actions (ccea2) - Non-Reg.

First Name: ed

Last Name: brody

Email Address: talltotem@yahoo.com

Affiliation:

Subject: proposed truck equipment requirements

Comment:

The proposed requirements for trailer fairings, single wide tires, 5-minute idling rule will substantially reduce the number of trucks willing to come to CA to deliver or pick up freight. A better solution is to require that every driver licensed in CA go to a state-accredited driving school and charge \$2500 for the license. In conjunction, heavy investment in the infrastructure of public transportation would have to be made. At one time, LA had a wonderful public transit system until the oil companies bought it out and subsequently dismantled it. Create land use laws that state that if land can be used for agriculture and/or recreation, it cannot be used for development thus forcing construction of more condos/apartments. Deeply regulate the condo/apts so that tenants/owners are not unfairly victimized. Provide incentives for older buildings to be renovated/replaced in city cores. Enact impact laws that require a certain amount of green space for so many occupied units. All these measures would significantly reduce the amount of greenhouse gases CA produces each year.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 11:01:27

No Duplicates.

Comment 31 for Climate change early actions (ccea2) - Non-Reg.

First Name: Debra

Last Name: Mercer

Email Address: drachelm@ckt.net

Affiliation:

Subject: aerodynamics

Comment:

I strongly resent not the fact that California is trying to keep my husband and myself from earning a living. First you try to keep us out of the ports by making all truckers eligible to go in the ports, employees. Now, you are wanting us to spend \$1000's that we simply do not have so we can put aerodynamics on our truck. We have one of the cleanest 2000 model trucks out there. We do our best to keep our truck in prime condition. We have to as we haul high security freight. We have spent \$8000 to put an apu on our truck so we don't have to idle. Now you are saying we can't even use that.

What you don't look at so strongly is all those local California drivers whose equipment is a major league joke. I've seen trucks go in and out of the ports and up and down California highways with rope for securement, bald tires, exhaust stacks falling off, coal black smoke coming from the exhaust. I could go on and on but I won't. This is where you need to start. Not with over the road, out of state trucks.

You will put us out of business if we have to spend the kind of money you are talking about on our truck. We certainly didn't have any help with the apu that we didn't want but had to have.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 12:40:38

No Duplicates.

Comment 32 for Climate change early actions (ccea2) - Non-Reg.

First Name: Joseph
Last Name: Bishop
Email Address: joe@trafficbulldog.org
Affiliation:

Subject: "Carpooling" in Early Actions List AB32 Draft Document.
Comment:

I want to thank the ARB for including the single word

"Carpooling" on page 177 of 189

in the Draft of Early Action Items.

This is one of the first documents in some time to actually include this dangerous word of conservation, and I commend you on the bold work.

As the Transportation sector is the largest single sector producing green house gases and air pollution, and passenger vehicles are the single largest group in transportation. It is great to see a real effort at attacking the problem.

While the automobile has a very oil rich history in oil rich California, we must take action to curb our elected official's enthusiasm of automobile sales. And by adding that single word "carpooling" you have taken that first step.

Most people may overlook the achievement of including that single word.

TrafficBulldog.org is keenly aware of the internal battles that occur over "carpooling" concepts within the government.

Hopefully, we can come up with a whole sentence or more to address the central problem of pollution and global warming in California.

One person per car.

Only Carpooling addresses one person per car.

Again, congratulations.

Sincerely,

Joseph Bishop
founder - TrafficBulldog.org
15030 Ventura Blvd #19-456
Sherman Oaks, CA 91403

<http://trafficbulldog.org> - a commuter advocacy group committed to

helping people form carpools. Cause after all, our Metro Trans Authorities sure are working to keep one person per car. Someone has to have the voice of something other than business as usual in transportation. That is were TrafficBulldog comes in.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 13:54:38

No Duplicates.

Comment 33 for Climate change early actions (ccea2) - Non-Reg.

First Name: Susie

Last Name: Mays

Email Address: SusieMays@aol.com

Affiliation:

Subject: new trucking mandates

Comment:

this is in response to your mandate of truck/trailer fairings, anti idling etc. you, like the EPA want to make rules but never think of the PEOPLE you are affecting. I've driven a truck for 17 years and idle it only when the weather is really cold or really hot. Have any of you ever been in a truck? There are PEOPLE trying to LIVE inside that truck. You want trucks to use electrified parking spaces, I AM NOT GOING TO PAY SOME COMPANY MONEY EVERYDAY to park!!!!!!!Especially when these companies are behind this anti-idle movement! Do you think we have deep pockets or do you think our companies should foot this bill?? Everyone wants to blame trucks for all the bad air,,, what about all the cars on the highway? what about the soot that is so visible from TRAINS? I am so sick and tired of all you people making laws to make a name for yourself, I wish all truck drivers would just park their trucks and let you fend for yourself. What would you do then?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 14:56:05

No Duplicates.

Comment 34 for Climate change early actions (ccea2) - Non-Reg.

First Name: Darrel
Last Name: Erber
Email Address: DaErber@aol.com
Affiliation: ooida

Subject: ccea2 regs
Comment:

you are going to far with all of this its going to hurt Calf. in more ways then they are planing on because trucks will stop coming into calf because they cant afford to with all these regs so your food from other states will not get there or go out the freight in and out of calf will just set there so you will hurt the dock workers and on done the line it goes so you will be hurting the calf. econome very bad and the life of calf i work for a company with about 8000 trucks and we will not be come to calf anymore after 1st jan 2008 because cant afford to put drive thought all the head ahce anymore !!!!!!!!!!!!!!!!!!!!!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 15:19:52

No Duplicates.

Comment 35 for Climate change early actions (ccea2) - Non-Reg.

First Name: Art

Last Name: Unger

Email Address: alunger@juno.com

Affiliation:

Subject: water pumping

Comment:

Water conservation reduces what has to be pumped with fossil fuels. The emissions of the pumps contribute to the San Joaquin Valley's dirty air. Farmers should use drip; could AB 32 subsidize drip? We should not wash drive ways or water lawns. See LosetheLawn.com (case sensitive).

Solar generators on all weight bearing roofs.

Light colored reflecting roofs.

Thanks, Art

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-22 17:25:51

No Duplicates.

Comment 36 for Climate change early actions (ccea2) - Non-Reg.

First Name: ROBERT
Last Name: GLEASON
Email Address: robertcgleason@msn.com
Affiliation:

Subject: GREENHOUES EFFCT.
Comment:

YOU GROUPS COME UP WITH SAOME OF THE STUPID STUFF YOU THINK TRUCKS CAUSE ALL YOUR SMOG PROBLEMS. TAKE A LOOK AROUND THE CARS OUT NUMBER THE TRUCKS DOWN THERE 2 TO 1 AND THEN YOUR BUSENESS HELP CONTRUBIT TO YOUR PROBLEMS TRUCKS ARE NOT YOUR PROBLEM BUT PEOPLE LIKE YOU ARE TO BLIND TO SEE THAT SO YOU SAY LETS BLAME THE TRUCKS FOR EVERYTHING JUST REMEMBER WITH OUT TRUCKS YOUR PRODUCE WOULD ROT IN THE WAREHOUSE AND ANY PRODUCT THAT STATE PRODUCES WOULD NOIT GET MOVED PS. NOBODY CAN SAY FOR SURE WHY THE WORLD IS CHANGING OTHER THEN IT IS GETTING OLDER YOU PEOPLE ARE NOT GODS IF IT IS GOING TO HAPPEN IT WILL AND THERE IS NOTHING U CAN DO ABOUT IT. REMEMBER YOU NEED THE TRUCKS WITH OUT THEM THIS COUNTRY STGOOPS MOVING THEN WHAT?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-23 06:39:11

No Duplicates.

Comment 37 for Climate change early actions (ccea2) - Non-Reg.

First Name: larry

Last Name: malott

Email Address: lmalott@earthlink.net

Affiliation:

Subject: ARB recommendations

Comment:

The recommendations are way over the top. All this means is no hauls to california. For many years the rules and fines have been outrageous in california. What gets me is , its just a source of revenue. Qwite simply to rob small time truckers of hard earned money. How do they get away with this?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-23 08:29:43

No Duplicates.

Comment 38 for Climate change early actions (ccea2) - Non-Reg.

First Name: Micheal

Last Name: Fast

Email Address: mtfast@wildblue.net

Affiliation:

Subject: No APU, what's next?

Comment:

Dear CARB;

Truckers spend close to \$8500-\$12000 to install an APU to cut down on the emissions versus idling the truck. Now you are proposing to change the law to not allow use of APU's. There is currently no APU that meets your requirements thereby eliminating the ability to use an APU.

Customers that drivers pick-up or deliver to do not have idle air units on site nor do they want drivers plugging in anything electrical. They do not have any place cool for the driver to take a break in and wait to get loaded or unloaded. These things we have to do in our trucks. Do you expect the driver to carry miles and miles of extension cord and where do you expect us to plug it in? There are laws against people leaving babies/children in a car yet you expect a driver to sit in his truck, taking his mandatory 10 hour break, under the same conditions. Do you really want to share the road with truckers after taking a break in a 120 degree cab? I agree something needs to be done but some common sence needs used in the decision.

This makes it look like you are trying to do something about the environment but what you really are doing is collecting more revenue from truckers.

If this goes through I am seriously thinking of not taking loads to CA. Sure I am just one driver but I'll bet there are others that feel the same way. This will raise the cost of items to the consumer and do you think Californians will be happy with that?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-23 13:24:11

No Duplicates.

Comment 39 for Climate change early actions (ccea2) - Non-Reg.

First Name: Steven

Last Name: Brink

Email Address: steveb@cwo.com

Affiliation: California Forestry Association

Subject: ARB 2-11 Forestry Protocol Endorsement

Comment:

Comments are in attached letter to ARB Chair Mary Nichols and ARB Board members

Attachment: 'www.arb.ca.gov/lists/ccea2/39-070923_early_action_measure_letter_to_mary_nichols.doc'

Original File Name: 070923_early_action_measure_letter_to_mary_nichols.doc

Date and Time Comment Was Submitted: 2007-09-23 16:19:44

No Duplicates.

Comment 40 for Climate change early actions (ccea2) - Non-Reg.

First Name: Tom

Last Name: Kuechenmeister

Email Address: kuech722@hotmail.com

Affiliation:

Subject: idle reduction to reduce greenhouse gas emissions

Comment:

With all do respect for what you are trying to do it would seem that idle reduction for trucks to cure your greenhouse gas emissions is like trying to put a bandaid on a major artery to stop the bleeding.

Not being an expert on the program I would have to say that your worst air quality would be around your major cities and not out in the desert somewhere like Mojave or Barstow.

Common sense also tells me that many of these cities create the problem themselves with the laws they make as well as the state.

Many of your cities do not allow are have parking for trucks making deliveries therefore the drivers end up driving into the city from the nearest parking spot they can find adding to the congestion problems of traffic in the mornings. If there were areas where drivers could park closer to the inner city where many of the deliveries are made most drivers would drive in when the traffic was lightest in late evening, early morning hours.

Imagine having a large lot in an industrial area that the city would own where they could park a large number of trucks. This could be done by charging a parking fee, letting someone set up a restaraunt with a drivers lounge and showers, possibly a motel with reasonable rates and sleeping rooms so drivers would not need to run their trucks. It could be run by the city are by simply letting the restaraunt operate lease free providing they provide 24 hour security for the trucks etc. Surely someone could expand on this idea.

California is one of the worst states for trucking. A split speed limit adds to congestion. Restricting trucks to two right lanes adds to congestion.

How much common sense does it take to see that a car can go from 0 - 60 in a matter of seconds where a truck may take minutes to get up that speed. Thru traffic using left lanes is also another part of this common sense.

Reducing congestion will do more to reduce greenhouse gases than any truck idle reduction law.

Electrification at truck stops would be great but are they going to provide this service for free? I don't think so and California has problems with blackouts on hot days already so what will the electrification at truck stops add to this?

It is also rumored that by 2012 the air trucks put out for emissions will be cleaner than what they are taking in. It hardly seems to make sense to put on an APU that would not put out emissions as clean as the truck motor.

As an independent owner operator it would take me over four years to pay for an APU with the idle time I currently use on my truck. The higher the price of fuel the less I idle if I don't have to. Yet somedays when the heat is to high I have to idle the truck to

get my rest. 75% of my lifetime is spent in and around this truck. Can you expect me to sleep with my windows open, do you leave your house unlocked at night? Do you turn your air conditioning off when you go to work in the morning and only turn it on when you come home at night? Idle laws for trucks with sleeper berths are nothing but pure stupidity when it comes to expecting drivers to be safe on the road. Sometimes people leave the truck run because that way they don't get woke up by the noise's outside the truck. How well would you sleep at night with your window open by a busy street?

Sincerely, Tom J. Kuechenmeister

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-23 21:59:50

No Duplicates.

Comment 41 for Climate change early actions (ccea2) - Non-Reg.

First Name: John
Last Name: Batt
Email Address: john.batt@airgas.com
Affiliation: Airgas, Inc.

Subject: Comments on Expanded List of Early Action Measures
Comment:

TO: Michael Robert
California Air Resources Board

Dear Mr. Robert,

Attached please find comments from Airgas, Inc. on the September 2007 report "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration."

Sincerely,

John M. Batt
Director of Product Stewardship and Regulatory Advocacy

Airgas, Inc.
259 North Radnor-Chester Road
Suite 100
Radnor, PA 19087-5283

Attachment: 'www.arb.ca.gov/lists/ccea2/41-
comments_to_carb_on_expanded_list_of_early_action_measures.doc'

Original File Name: Comments to CARB on Expanded List of Early Action Measures.doc

Date and Time Comment Was Submitted: 2007-09-24 06:32:32

No Duplicates.

Comment 42 for Climate change early actions (ccea2) - Non-Reg.

First Name: Christopher

Last Name: Blood

Email Address: cg_blood@prodigy.net

Affiliation:

Subject: Reduction of tailpipe emissions

Comment:

Please, please start requiring all motor oil sold in the state to contain F-ZDDP rather than ZDDP. This product (TechroBond is one example) reduces sulfur and phosphorous emissions, and extends the life of catalytic converters. And reduces friction yielding better gas mileage. It is time that California took specific actions to reduce these noxious tail pipe emissions.

V/R,

Chris Blood

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 09:07:06

No Duplicates.

Comment 43 for Climate change early actions (ccea2) - Non-Reg.

First Name: Robert

Last Name: Burt

Email Address: bburt@macnexus.org

Affiliation: Insulation Contractors Assoc.

Subject: Natural Gas GHG

Comment:

It should be remembered that no combustion is complete, so, when natural gas is burned, some escapes to the air. Natural gas is mostly methane (CH₄). Methane is a very reactive GHG, volume for volume, about 21 times as reactive as CO₂. So the methane which is released when NG is burned should not be ignored. Fortunately, it is oxidized in the atmosphere, the H become water vapor and the C, CO₂. Most analysis of NG GHG impact just assumes complete combustion, so the ultimate result is correct. However, there should be some correction for the high GHG impact of unburned methane. The dwell time in the air is dependent upon the temperature and degree of mixing, but it is pretty safe to assume 10 years. Thus, the GHG impact of burning natural gas is not as benign as commonly assumed and the difference should be allowed for in any rigorous GHG control system that does not just ignore short term results.

Respectfully submitted. Robert E. Burt

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 10:33:08

No Duplicates.

Comment 44 for Climate change early actions (ccea2) - Non-Reg.

First Name: Andy

Last Name: Acott

Email Address: andyaacott@aol.com

Affiliation: Laydon Composites Ltd

Subject: Trailer Aerodynamics

Comment:

Laydon Composites Ltd, has been designing and producing truck and trailer aerodynamics since 1994. Our knowledge and experience, working with the trucking industry is vast and our test studies from Computational Fluid Dynamics, Wind Tunnel, Test Tracks and Fleet Tests have revealed a wealth of information.

It's true, the trucking industry, as a whole is very skeptical and can be reluctant to adopt new technologies with claims of high fuel savings, especially if these devices require any type of interaction with the driver or impedes daily operation. There are typically three available technologies for trailer aerodynamics: (a) Nose Devices. Independent test results have shown there is very little gain with nose devices when the tractor is already equipped with an aerodynamic roof fairing and the gap between the back-of-cab, front-of-trailer is optimized. These devices are also susceptible to yard damage when trailer is parked. (b) Boat Tails. There are various types of "boat tails" for the rear, which have claims of high fuel savings but these devices have been shunned by industry experts as being too cumbersome to operate and affects everyday usage. (c) Trailer Skirts. Tests performed by some major trucking fleets have shown 6% fuel saving but the area of coverage is considered "high impact". For maximum efficiency and ROI, trailer skirts must be made of impact and dent resistant material, easily replaceable, cover the area from the trailer bogey to the landing gear and cover 70% from the trailer bottom rail to the ground, leaving 15 to 16 inches of ground clearance. Trailer Skirts require zero or little maintenance and do not affect daily operations and remain an easily installed emission lowering device. For test results and product information, contact Laydon Composites Ltd. 905-563-0849.

Attachment: 'www.arb.ca.gov/lists/ccea2/44-dsc_0686.jpg'

Original File Name: DSC_0686.JPG

Date and Time Comment Was Submitted: 2007-09-24 11:04:12

No Duplicates.

Comment 45 for Climate change early actions (ccea2) - Non-Reg.

First Name: Thomas H.

Last Name: Fry

Email Address: jerecycl@aol.com

Affiliation: Community Recycling & Resource Recovery

Subject: Comments Selected List of Early Actions

Comment:

COMMENTS: EXPANDED LIST OF AB32 EARLY ACTIONS

Prepared by: Community Recycling and Resource Recovery, Inc.

Collaborative research to understand how to reduce GHG emissions from nitrogen land application

Community Recycling supports this measure as an additional early action and recommends that it include consideration of the use of compost as a means of reducing the use of chemical fertilizers and related emissions. Our company currently owns and operates the largest compost facility in California. Permitted to accept 3692 tons per day for organic windrow composting, over 98% of the resulting compost is sold to agricultural markets. We also operate over 3600 acres of adjacent farmland, including a 640 acre vineyard and corn, wheat and alfalfa crops, which. Much of this farmland had badly depleted soil when originally purchased and our practice of using compost on our own farmland has allowed us to substantially increase crop yields and dramatically reduce commercial fertilizer use.

Many studies have already documented the beneficial impact of compost in reducing fertilizer, water, and herbicide use. One study, the Life Cycle Inventory and Life Cycle Assessment for Windrow Composting Systems by the New South Wales Department of Environment and Conservation (with the University of New South Wales), focused in part on the beneficial impacts of compost on vineyards in Australia. That area of Australia is very similar in climate and soil to the California Central Valley and a Climate Action Team report identified California vineyards as one area of the economy in danger due to drought conditions brought on by climate change.

Community Recycling looks forward to participating as a stakeholder in your planned collaborative research activities and discussions. We would also be pleased to assist in any future research efforts by making farmland available for additional studies, including recently acquired land with depleted soils.

Tire Inflation Program

We support these recommendations and already have a full time person at our maintenance facility checking tire inflation all day as vehicles come across the truck wash area. We use a nitrogen tire filling process which helps maintain the inflation pressure

settings more accurately.

Smartway Truck Efficiency

Both Community Recycling and our sister company Crown Disposal Company have already implemented actions to reduce GHG emissions from our fleets of trucks and trailers, including those that reduce aerodynamic drag and rolling resistance. We support these types of strategies as discrete early actions. We are watching very carefully the technological development of trailer side skirts and gap fairings and will implement them when they are adequately developed. We would be happy to further discuss these trailer technologies with you as regulations are prepared by ARB staff.

Thomas H. Fry, President
Community Recycling and Resource Recovery, Inc.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 12:48:33

No Duplicates.

Comment 46 for Climate change early actions (ccea2) - Non-Reg.

First Name: Curtis

Last Name: Moore

Email Address: camoore@erols.com

Affiliation:

Subject: Comments on AB 32 "early action" measures

Comment:

The Need For Immediate Reductions in Short-Lived Pollutants
and
The Adoption of Generic "Early Action" MEASURES

This is a preface to a much longer document that provides information on a wide range of policies and measures that could be adopted to reduce global warming. The purpose of this preface is to highlight two major shortcomings of the staff proposals, to wit:

First, the measures evaluated seems to be restricted to actions focused only on the greenhouse gases listed under the Kyoto Protocol. Such a narrow approach clearly contravenes AB 32, whose authors revised the definition of "greenhouse gas" specifically to assure that short-lived pollutants that cause global warming, such as black carbon, tropospheric ozone and carbon monoxide, would be addressed. Both Senate Pro Tem Perata and Speaker Nunez wrote to Chairman Sawyer to leave no question that there was awareness at the policy level of this coverage.

Second, the proposals are all narrow in scope and ignore generic "early action" measures that could influence behavior broadly. These would include taxes, feebates, labels, liability regimes and the like. While it is understandable that the staff is reluctant to propose possibly controversial initiatives, excluding generic measures from even mention is ill conceived, given the unprecedented risk posed to California and the world by global warming.

Taken together, these two qualities of the proposals bespeak an ignorance of or insensitivity to the rapidly accumulating evidence that several positive feedbacks are underway, increasing the likelihood that one or more tipping points will be reached beyond which the climate under which civilization has evolved will be irretrievably lost. The proposal falls far short of the ambition and vision demonstrated by the legislature's passage of not only AB 32 but nearly a dozen other measures designed to construct a broad-based, muscular response to the threat of global warming. The Board would be well advised to review the breadth and depth of the measures and embrace the sense of urgency and scope evinced by the legislature.

I regret that the longer, principal document is in a draft format. Unfortunately, the time between the announcement of an expanded set of proposed early actions and the deadline for

comments did not permit comprehensive revisions and corrections. These are now underway and will be submitted when complete.

Overview of Recommendations

+ Land based motor vehicles

* Reconstitute the zero emission vehicle program, if necessary requiring deployment of advanced technologies in medium- and heavy-duty applications.

* Focus on measures to alter landuse and commuting patterns.

+ Vessels

* Identify a mechanism for, if necessary, piercing international maritime regimes to require global elimination of bunker fuel and adoption of cleaner engines.

+ Aircraft

* Assess the contribution of aircraft to the global burden of black carbon and develop control measures.

+ Electricity generation and fossil combustion

* Impose a single output based feebate reflecting source contributions to global warming and the ill health burden or multiple fees that do the same, with collected fees being rebated to non- or low-polluters.

+ Methane

* Install anaerobic digesters on all waste lagoons, including publicly owned treatment works.

* Install methane gas collection stems on all current or former waste disposal sites of larger than de minimis size.

* Impose a "take back" program requiring vendors to collect product packages and goods, such as tires and appliances, that have reached the ends of their useful lives.

+ Black carbon

* Substitute gasification or other means of waste utilization in lieu of open burning.

* Retrofit all trucks serving the ports of Long Beach, Los Angeles, Oakland, San Francisco and Stockton with control devices.

* * * Positive Feedbacks that are in Motion

+ Stratospheric cooling in the Arctic and Antarctic.

+ Arctic and Antarctic melting.

+ Tundra and permafrost thawing.

+ Tropospheric ozone increasing.

+ Coral bleaching and death.

+ Phytoplankton declining.

+ Oceans acidifying.

Attachment: 'www.arb.ca.gov/lists/ccea2/46-total_09.06.07.pdf'

Original File Name: Total 09.06.07.pdf

Date and Time Comment Was Submitted: 2007-09-24 14:03:34

No Duplicates.

Comment 47 for Climate change early actions (ccea2) - Non-Reg.

First Name: Rajiv

Last Name: Bhatia

Email Address: rajiv.bhatia@sfdph.org

Affiliation: San Francisco Department of Public Health

Subject: Highway Speed Limited Reductions Can Immediately Reduce Carbon Emissions

Comment:

Please adopt Highway Speed Limit Reductions to 55 MPH as an extremely cost effective early implementation strategy based on the evaluation below against the published ARB Early Implementation Strategy Criteria.

1. Whether the strategy can be adopted by ARB in calendar year 2009 or earlier: YES

2. Whether the strategy can be legally effective by January 1, 2010: YES, Highway Speed are set by State Legislature in VEHICLE CODE SECTION 22348-22366

3. Whether the strategy relies on readily available mature technologies or options that have already been successfully demonstrated at an acceptable cost: YES, REDUCING SPEED LIMITS WAS DEMONSTRATED IN 1977 IN RESPONSE TO A WORLD OIL PRICE SHOCK; REDUCING LIMITS WOULD REQUIRE AN AMMENDMENT TO STATE LAW, REVISION OF SPEED LIMITS SIGNS; DRIVER EDUCATION; AND ENFORCEMENT

4. Whether the potential lifecycle GHG emission reductions are of sufficient magnitude to warrant the resources required to adopt and implement a regulation: YES; SPEED LIMIT REDUCTIONS ARE HIGHLY COST EFFECTIVE; ACCORDING TO FEDERAL DATA ON SPEED AND FUEL ECONOMY RESERACHED AND PUBLISHED BY OAK RIDGE NATIONAL LABORATORIES, (<http://www-cta.ornl.gov/data/index.shtml>)A REDUCTION IN SPEED FROM 70 TO 55 RESULTS IN AN AVERAGE 17% IMPROVEMENT IN FUEL ECONOMY IN TERMS OF MILES PER GALLON; POTENTIALLY THIS TRANSLATES INTO BILLIONS OF GALLONS OF FUEL SAVED AND TENS OF BILLIONS OF TONS OF CARBON DIOXIDE EMMISIONS PREVENTED

5. Whether the strategy can be developed and implemented with available resources. YES

6. The potential for adverse impacts on criteria or toxic emissions: HIGHWAY SPEED LIMIT REDUCTIONS WOULD REDUCE CRITERIA AIR POLLUTANT EMISSIONS

7. The potential for disproportionate impacts on low-income communities or other disadvantaged sectors: WILL HAVE BENEFITS TO LOW INCOME COMMUNITIES DISPROPORTIONATELY IMPACTED BY AIR POLLUTANTS; COSTS TO LOW INCOME COMMUNITIES WILL BE LESS BECAUSE OF REDUCED VEHICLE OWNERSHIP AND DRIVING BEHAVIOR AMONG THIS ECONOMIC GROUP

8. The potential for disproportionate impacts on small businesses: UNKNOWN

9. Significant loss of benefits due to leakage: NO

10. Coordination opportunities with related actions that may have been taken or are planned by other entities including local agencies, the U.S. EPA, and international agencies such as the European Commission. INCORPORATED INTO EU POLICY AGENDA; CAN BE REPLICATED IN OTHER STATES

Thank you

Rajiv Bhatia,MD,MPH
Director, Environmental Health
San Francisco California

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 14:40:07

No Duplicates.

Comment 48 for Climate change early actions (ccea2) - Non-Reg.

First Name: Lee

Last Name: Kindberg

Email Address: NAMENVIRO@maersk.com

Affiliation: Maersk Inc. and APM Terminals

Subject: Comments on the Draft Expanded List of Early Action Measures

Comment:

Our comments are attached in Word format. Please contact me if there is any problem with reading the file.

Thank you for this opportunity to comment.

Attachment: 'www.arb.ca.gov/lists/ccea2/48-maersk_early_action_comments.doc'

Original File Name: Maersk Early Action Comments.doc

Date and Time Comment Was Submitted: 2007-09-24 15:42:26

No Duplicates.

Comment 49 for Climate change early actions (ccea2) - Non-Reg.

First Name: Thomas

Last Name: Jacob

Email Address: tom.jacob@usa.dupont.com

Affiliation: DuPont Company

Subject: DuPont Comments on Early Action Report II

Comment:

Attached please find DuPont's input on the Draft Early Action Report II. Thank you, Tom Jacob

Attachment: 'www.arb.ca.gov/lists/ccea2/49-dupont_comment_to_arb_--_early_action_report_ii.doc'

Original File Name: DuPont Comment to ARB -- Early Action Report II.doc

Date and Time Comment Was Submitted: 2007-09-24 16:06:06

No Duplicates.

Comment 50 for Climate change early actions (ccea2) - Non-Reg.

First Name: Tim
Last Name: O'Connor
Email Address: toconnor@environmentaldefense.org
Affiliation: Environmental Defense

Subject: Support for Expanded Early Action Measures
Comment:

RE: Support for Expanded Early Action Measures

Dear Michael Robert and Tao Huai:

I am writing in support of CARB's recently modified early action measure report. We support the proposal to add to the discrete early action list, extending these measures to high GWP consumer products, SF6 in the non-electric sector, green ports, Smartway truck efficiency, the tire inflation programs, and PFCs in the semi-conductor industry. Also, we support adding refrigerant tracking, energy efficiency in the cement industry, anti-idling enforcement, and collaborative research for nitrogen land application to the Group 2 and 3 early action lists. Additionally, we would like to thank you for including a timeline for implementation of Group 2 and 3 measures; this is essential to providing a clear picture of how the implementation effort will proceed.

As you know, Environmental Defense supported the adoption of the initial early action measures proposed in June. We also strongly support the expanded list of early action measures. By taking aggressive early actions to reduce global warming pollution, CARB will both put California on track to meeting its statewide goal of reducing 2020 emissions to 1990 levels and bring immediate benefits to all Californians, particularly in terms of better air quality.

We look forward to working with you as the implementing regulations for these measures are developed. If you have any questions, please give me a call at (916) 492-4680.

Sincerely,

Tim O'Connor
Climate Policy Analyst
Environmental Defense

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 16:11:29

No Duplicates.

Comment 51 for Climate change early actions (ccea2) - Non-Reg.

First Name: Brian

Last Name: McQuown

Email Address: bmcquown@reliant.com

Affiliation: Reliant Energy, Inc.

Subject: Comments to Expanded List of Early Actions

Comment:

Thank you for the opportunity to comment on the draft "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions - Recommended for Board Consideration". Reliant Energy, Inc. is an independent power producer that owns and operates five natural gas-fired power plants in California. All of our facilities were constructed before 1980. We offer the following comments to EJAC-22 (CARB staff summary B21) and EJAC-27 (staff summary B26).

EJAC-22 - Relatively Inexpensive Energy Savings Measures with Relatively Short Payback Times for Fossil Fuel Power Plants Built Prior to 1980

We agree with ARB staff that this measure is not appropriate to consider as an Early Action. We also question whether further discrete study of this idea is warranted within the context of the Scoping Plan. As an experienced power plant operator and competitor with other experienced operators, Reliant thinks much about efficient fuel use and is continuously implementing cost effective fuel efficiency measures. Fuel is our largest power production cost by far, therefore a significant incentive already exists to use fuel wisely and gain an edge over our competitors. Rather than discrete ARB regulations or policies which force uneconomic efficiency measures on knowledgeable facility owners, a market-based system for AB 32 implementation (e.g., a cap and trade system) and its resulting carbon price signal would be a more efficient and economic means of uncovering further GHG emission reductions from increased fuel efficiency.

EJAC-27 - Phase-out of Pre-1980 Power Plants Generating at Least 100 MW and Provide Incentives to Replace them with Clean Energy

We agree with ARB staff that this measure is not appropriate to consider as an Early Action. We also question whether further discrete study of this idea is warranted within the context of the Scoping Plan without the benefit of the comprehensive electric sector recommendations to be made by the joint CEC and CPUC process currently under way.

In addition, ARB staff assumes that retired pre-1980 generating units would be replaced by new CCGT plants of identical capacity. However, older traditional steam boiler plants play an important role in grid reliability that baseload CCGTs cannot match. Many of the older steam generators can "swing" down to very low loads and operate there for extended periods in compliance with air quality permits, and expeditiously swing back up to higher loads when the grid demands it. In contrast, modern CCGTs with dry low

NOx combustors would not be able to operate at significantly reduced loads because they cannot achieve permitted limits for NOx emissions at below 60-70% of rated output. For example, a 500 MW CCGT would not be able to operate below approximately 300-350 MW. This is because the very lean fuel-to-air mixture in the turbine combustors which is effective at reducing NOx at high loads creates combustion instability at part loads. A less lean firing mode mitigates the instability at approximately 60-70% output and prevents combustor flameout, but also increases NOx emissions excessively relative to permit limits. Thus, if grid reliability calls for a relatively small amount of generation, the class of baseload CCGTs likely envisioned by CARB staff for replacement generating capacity would not be flexible enough to swing down and serve that need.

As noted by staff, the impact on emissions from this idea is potentially minimal. We believe the risk to the stability of the electric grid from shutting down these plants outweighs the benefits of the GHG reductions that would be gained thereby.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 16:12:15

No Duplicates.

Comment 52 for Climate change early actions (ccea2) - Non-Reg.

First Name: Kathy

Last Name: Rose

Email Address: krose@nosecone.com

Affiliation: Nose Cone Mfg. Co./FitzGerald Corp.

Subject: RE: Comments Regarding Smartway Truck Efficiency

Comment:

Please see attached document.

Attachment: 'www.arb.ca.gov/lists/ccea2/52-comments-smartway-09-17-07.pdf'

Original File Name: Comments-Smartway-09-17-07.pdf

Date and Time Comment Was Submitted: 2007-09-24 16:15:26

No Duplicates.

Comment 53 for Climate change early actions (ccea2) - Non-Reg.

First Name: Anne

Last Name: McQueen

Email Address: amcqueen@geomatrix.com

Affiliation: Geomatrix Consultants, Inc.

Subject: Initial Comments on the California Air Resources Board Draft Expanded List of Early Action

Comment:

Please see attachment.

Attachment: 'www.arb.ca.gov/lists/ccea2/53-eam_p_letter_to_arb_sep_24_07.pdf'

Original File Name: EAM P letter to ARB Sep 24 07.pdf

Date and Time Comment Was Submitted: 2007-09-24 16:30:06

No Duplicates.

Comment 54 for Climate change early actions (ccea2) - Non-Reg.

First Name: Hannah
Last Name: Bentley
Email Address: hbentley@mkblawyers.com
Affiliation: On Behalf of City of Commerce

Subject: Comments of City of Commerce - Hard Copy to Follow
Comment:

September 24, 2007

Ms. Mary Nichols, Chairperson
Board Members
A.B. 32 Staff Members
California Air Resources Board
1001 I Street
P.O. Box 2815
Sacramento, CA 95812

VIA ONLINE POST - HARD COPY TO FOLLOW

Re: Additional Proposed Early Action Measures Under A.B. 32

Dear Chairperson Nichols, Board Members, and Air Resources Board Staff:

The City of Commerce respectfully submits this letter in favor of an additional ARB "early action," to be implemented immediately, barring the construction and development of new criteria-pollutant and greenhouse-gas emitting power plants in environmental justice areas. In making this proposal, we echo the prior early action comments of the California Air Pollution Control Officers' Association (CAPCOA), the Environmental Justice Advisory Committee, and Communities for a Better Environment.

Interests of the City of Commerce in this Proceeding. The City of Commerce is located in the region of Southeast Los Angeles. It is part of the South Coast Air Quality Management District ("SCAQMD"), which has some of the worst air quality in the nation - specifically, according to SCAQMD figures, 51.7% of the total average annual PM 2.5 exceedances of the National Ambient Air Quality Standards for the entire nation, and almost 25 % of the exceedances of the 8-hour ozone standard nationwide. See SCAQMD, 2007 Air Quality Management Plan Presentation, available at <http://www.aqmd.gov/aqmp/AQMPintro.htm> ("staff presentation" link, slides 1 and 2). Commerce is, in fact, in one of the most impacted regions of the District that will not meet federal ambient air quality standards under present air quality plans. Id., slide 19.

According to draft Health Risk Assessments recently released for by the Board for the Commerce Union Pacific and BNSF Railroads, Commerce is also has some of the State's highest diesel particulate emissions in the State, considered by ARB to be responsible for 70% of the state's ambient air toxic cancer risks.

Commerce is also located adjacent to a proposed new 934-megawatt

combined cycle natural gas electric generation facility whose application is pending before the California Energy Commission for which the SCAQMD has now amended its rules to allow new access to the Priority Reserve under the federal Clean Air Act New Source Review Program.

I. Background

A. Air Resources Board's June 21 Direction to Staff.

At the June 21 meeting in which the Air Resources Board ("ARB") adopted several "early action" measures under last year's Assembly Bill 32, the Global Warming Solutions Act ("AB 32"), the Board faced criticisms that its proposed list of early actions did not do enough to reduce emissions of Greenhouse Gases (GHGs), and did not adequately address environmental justice concerns, as AB 32 requires. The Board directed staff to further evaluate the early actions adopted, and not adopted, so that it could revise or add to the list adopted at that meeting. Specifically, the Board directed staff to look at the comments provided by the Environmental Justice Advisory Committee ("EJAC"), CAPCOA, and SCAQMD. Staff issued a report (on Sept. 7) and presentation (on Sept. 17) responding to the specific proposals in the EJAC, CAPCOA, and SCAQMD letters.

B. Background on AB 32 and Early Action Requirements.

As you know, in general, AB 32 requires ARB to adopt rules so that the overall emissions of GHGs by the State fall to the levels they were at in 1990 by 2020. This overall reduction was to be achieved despite the near doubling in the State's population anticipated between 2006 and 2020 (from approximately 30 million to 50 million inhabitants). The Legislature made clear that ARB was to consider and require the achievement of emissions reductions from all sectors within the State, specifically including the generation and sale of electricity and the use of natural gas. The statute mandates that the agency undertake to achieve those emissions reductions in two main steps: first, a list of "early actions," to be initially published by June 30, 2007, and adopted by enforceable rules on or before January 1, 2010, see Health & Safety Code §§ 38560.5(a), (b), and second, the use of a rule or rules imposing direct emissions reductions measures or market mechanisms after the development of a scoping plan in 2009, resulting in a regulation published January 1, 2011, and enforceable on or before January 1, 2012. Health & Safety Code §§ 38561, 38562.

As the Board was aware when it ordered the consideration of additional early action measures, AB 32 provides that the Board "can adopt emissions limits or emissions reductions prior to" January 1, 2011 and enforceable before January 1, 2012. Health & Safety Code §38563. In other words, the Board has authority to adopt additional early action measures beyond those identified in the list before June 30, 2007, and it can impose regulations identified in the scoping plan before January 1, 2011.

Early Actions and Environmental Justice. AB 32 makes clear that, as between early actions and the longer-term regulations, it must design the regulations in a manner that "encourages early actions." Health & Safety Code § 38562(b)(1). Additionally, and

of primary importance to Commerce and its residents, the Legislature ordered that environmental justice concerns were of primary concern in the regulatory scheme ARB was to implement. The Legislature required that ARB

Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.

Health & Safety Code § 38562(b)(2) (emphasis added), and in particular ARB was required to

Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.

Health & Safety Code § 38562(b)(4) (emphasis added). Finally, with regard to the long-term regulations issued after the scoping plan, the Legislature made clear that before ARB could include any market-based compliance mechanism, it was required to:

- (1) Consider the potential for direct, indirect, and cumulative emission impacts from these mechanisms, including localized impacts in communities that are already adversely impacted by air pollution, [and]
- (2) Design any market-based compliance mechanism to prevent any increase in the emissions of toxic air contaminants or criteria air pollutants.

Health & Safety Code § 38570(b) (emphasis added).

Put simply, ARB

- must not achieve GHG reductions at the expense of communities like Commerce that face already disproportionately impacted air quality, and
- it must consider early actions to protect those communities if its cap and trade or other long-term market mechanism regulations would result in such impacts.

C. Additional Rules Relevant to Electricity Generation and the Diversification of Energy Sources

As you are also no doubt aware, last year the Legislature also mandated that the PUC develop a "greenhouse gas emissions performance standard" under S.B. 1386. The Public Utilities Commission has adopted as a standard that no new power plants may be built emitting GHGs at a rate greater than that of a combined-cycle natural gas power plant. However, as noted above, the Legislature anticipated that the GHG emissions performance standard would act as a floor, not a ceiling, because it adopted AB 32, requiring further GHG reductions, including from power plants, at the same time. Additionally, interpreting S.B. 1386 to authorize any and all construction of combined-cycle natural gas power plants would also violate the Renewable Portfolio Standard as enacted by the Legislature in SB 1078 and SB 107, which mandates that 20% of the State's energy must come from renewable sources by 2010 - a target we have not yet reached.

II. Why ARB Should Adopt CAPCOA's Proposal Number 3, and the Environmental Justice Advisory Committee's Proposal Number 27, to

Mandate an Early Action Prohibiting the Construction of Additional Greenhouse-Gas and Criteria-Pollutant Emitting Power Plants in Environmental Justice Areas

As discussed above, AB 32 mandates that ARB's actions to reduce GHGs must ultimately include limitations on the use of greenhouse-gas emitting natural gas power plants; and the environmental justice provision of AB 32 require that they be considered now if they are going to result in localized impacts on already adversely affected communities or if interim regulatory efforts interfere with other efforts to achieve and maintain state and federal ambient air quality requirements relating to criteria pollutants or toxic air contaminants. Health & Safety Code §§ 38562, 38570. Thus, natural gas power plants - of whatever sort - should not be allowed to be located in environmental justice communities.

The comments of CAPCOA and the Environmental Justice Advisory Committee, which prompted the Board to consider additional early action measures in this proceeding, also support this result. The Environmental Justice Advisory Committee recommended as measure 27 that the ARB require local air districts to phase out existing coal power plants in favor of clean technologies - we presume, contrary to staff, that the EJAC meant clean power, not natural gas power, which still generates GHGs and other emissions. And CAPCOA recommended the incorporation of GHG concerns in present local new source review programs - noting that local air districts should probably be concerned with GHG emissions anyway under CEQA.

We must respectfully note that the SCAQMD has just adopted amendments to its rules 1309.1 and 1315 which would allow the construction of the Vernon power plant - and about 11 other natural gas power plants in and around the District - and contravene all of the above principles. The plants now permitted to go forward would increase the State's GHG emissions by 35.4 billion pounds of carbon dioxide, or roughly 5% of California's current inventory. We believe AB 32 mandates that ARB preempt such unwise, and unjust, rule changes pursuant to its Early Action mandate under AB 32.

Please feel free to contact us should you have any questions regarding the above.

Sincerely,

Pro Tem

Tina Baca del Rio, Mayor

City of Commerce

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 16:30:31

No Duplicates.

Comment 55 for Climate change early actions (ccea2) - Non-Reg.

First Name: Jim

Last Name: Crowley

Email Address: jcrowley@valleywater.org

Affiliation: Sustainable Silicon Valley

Subject: Expanded Water Conservation throughout CA as an Early Action

Comment:

I'd like to see an expansion of all Water Conservation Programs in California as an early action to reduce GHG's. Saving water through conservation has the dual benefit of saving significant amounts of energy and results in significant reduction in GHG's. There are several water conservation actions that could be pursued statewide that would result in huge savings - actions like super efficient toilets, low flow showerheads, efficient washing machines, changes in landscaping all can make a significant difference and I am surprised to not see them addressed here. I recommend special attention be payed to any incentive programs to ensure that incentives also benefit low income communities not just rich folks.

The Pacific Institute and the Santa Clara Valley Water District have looked at this and how to quantify energy and GHG savings from water conservation. See the Watts to Water report by the Santa Clara Valley Water District here - <http://www.valleywater.org/conservation/media/Documents/WUE%20Water%20Energy%20Report.pdf>

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2007-09-24 17:49:16

No Duplicates.

Comment 56 for Climate change early actions (ccea2) - Non-Reg.

First Name: Hannah

Last Name: Bentley

Email Address: hbentley@mkblawyers.com

Affiliation: On Behalf of City of Commerce

Subject: Comments of City of Commerce - PDF

Comment:

These comments by Commerce Mayor Pro Tem Tina Baca Del Rio were previously submitted in text format; the pdf of the letter is attached.

Attachment: 'www.arb.ca.gov/lists/ccea2/56-commerclearbletter.pdf'

Original File Name: CommerceARBLetter.pdf

Date and Time Comment Was Submitted: 2007-09-24 17:52:27

No Duplicates.

Comment 57 for Climate change early actions (ccea2) - Non-Reg.

First Name: Frank
Last Name: Teng
Email Address: fteng@svlg.net
Affiliation: Silicon Valley Leadership Group

Subject: Comments on Four Expanded Early Action measures, and general feedback
Comment:

Hello,

Attached please find comments from the Silicon Valley Leadership Group regarding the Expanded List of Early Action Measures draft ARB staff report.

We specifically respond to five of the Early Action Measures, and provide other general comments on the implementation process.

Best,
Frank

Attachment: 'www.arb.ca.gov/lists/ccea2/57-comments_on_expanded_early_actions_from_svlg_2007-09-24.pdf'

Original File Name: Comments on Expanded Early Actions from SVLG 2007-09-24.pdf

Date and Time Comment Was Submitted: 2007-09-24 19:34:12

No Duplicates.

Comment 58 for Climate change early actions (ccea2) - Non-Reg.

First Name: Jeff

Last Name: Kim

Email Address: jkim@shurepower.com

Affiliation: Shurepower, LLC

Subject: Shurepower's Comments

Comment:

Shurepower supports California's efforts to reduce green house gases and other emissions, but we also support logical alternatives that can actually reduce costs to the end user. Shurepower is currently deploying shore power Truck Stop Electrification (TSE) on the West Coast and throughout the Nation.

With sites currently operational in Oregon and Washington, the next logical step for expansion is in California. There is a partner shore power site in Sacramento California, but with the upcoming anti-idling regulations greater coverage is necessary.

Shore power TSE reduces local emissions (including green house gases) and fuel waste. Shurepower's services also include WiFi Internet and Cable television connections, giving drivers access to entertainment, news and weather reports. Access to this information allows drivers to avoid traffic and stay off the road during hazardous conditions and when driving conditions are less efficient. Other non-infrastructure based technologies cannot offer these co-benefits.

Many Auxiliary Power Units (APUs) and generators are also compatible with shore power. These units can be plugged in rather than run on diesel fuel when shore power is available. Upcoming regulations prohibit APUs from operating on diesel power if used on 2007 and newer trucks. Shore power capable APUs can run on clean electric power, which create zero on-site emissions.

Shurepower's shore power based services are also directly applicable for Plug-in Hybrid Electric Vehicles (PHEVs) and Electric Vehicles (EVs), which also benefit air quality and petroleum consumption. Travel centers could have shore power connections for both light-duty and heavy-duty vehicles. This also allows for potential vehicle to grid (V2G) applications, which could reduce peak electrical demands.

Some argue that shore power is not a complete solution since on-board equipment is required. However, all that is required is a heavy duty extension cord, which allows the driver to plug in any household appliance. Heating can be accomplished with a \$20 portable heater. Likewise we've seen many drivers use portable air conditioning units mounted in the passenger window or in a side access panel. Complete solution can be installed by drivers for under \$200. Other heavy-duty units are also available designed specifically for heavy-duty trucks.

Use of shore power not only reduces emissions and fuel waste, but also saves drivers and fleets money. It also requires very little

up from investment from fleets and drivers.

The cost to install Shurepower's services is in line with the lower end of California's funding goals and is one half to one quarter the cost of other TSE providers.

All major truck manufacturers offer shore power as an option or as standard equipment on their sleeper cab models. Most also offer electric heating ventilation and air conditioning (HVAC) units. An online study conducted by Xantrex showed that over 90% of drivers would use shore power if it was widely available. Shurepower is currently addressing the need for more shore power TSE locations.

Shurepower can also provide "advanced" TSE that includes heating and air conditioning as other "off-board" TSE providers.

Shurepower's facilities are the most cost effective idle-reduction solution from a funding stand point as well as for drivers. Shurepower is also the most efficient technology available today. If using renewable energy the total emissions associated with our services is negligible.

Using Shurepower's services will benefit the general public by creating healthier air, reducing green house gasses, lowering freight costs and creating potentially safer roads. Please find the attached information and let us know if you have any questions.

Attachment: 'www.arb.ca.gov/lists/ccea2/58-shurepower_info_-_carb.zip'

Original File Name: Shurepower Info - CARB.zip

Date and Time Comment Was Submitted: 2007-09-25 01:24:09

No Duplicates.

Comment 59 for Climate change early actions (ccea2) - Non-Reg.

First Name: Taylor

Last Name: Miller

Email Address: tmiller@sempra.com

Affiliation: Sempra Energy

Subject: Early Action Report Update

Comment:

Mr. Robert - Please accept this comment on App. B31 from SDG&E and SoCalGas. This comment is in support of the staff recommendation but does include some additional information and offers corrections to some of the analysis in the staff analysis. Taylor Miller, Senior Environmental Counsel, Sempra Energy.

Attachment: 'www.arb.ca.gov/lists/ccea2/59-robertmichael2007-09-25.pdf'

Original File Name: RobertMichael2007-09-25.pdf

Date and Time Comment Was Submitted: 2007-09-25 21:36:10

No Duplicates.

There are no comments posted to Climate change early actions (ccea2) that were presented during the Board Hearing at this time.