

**Subject:** comments

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**To:** schurch@arb.ca.gov

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Steve,

I appreciated the chance to provide testimony at the ETAAC meeting in December. I will try my best to summarize those comments in a letter either tomorrow or Wednesday.

In very short summary, my letter will address the following points:

1. Instead of creating a new entity or entities to provide the “connective tissue” and foster the growth of clean energy technologies in California, the state should consider leveraging the resources of existing organizations. In part Proposition 87 (November 2006) was defeated because it would have created a new bureaucracy to manage such a program. The ETAAC may want to consider recommending that AB 118 funds be used to support such organizations;
2. More efficient trucks and non-road equipment are emerging, and in some cases exist. The technologies, vehicles, and fuels should be encouraged to support the state’s goals relative to the goods movement and climate change goals. In virtually all cases, the use of these technologies would also help improve air quality and lessen the impact on environmental justice communities;
3. We strongly support the Pay-As-You-Drive insurance policy recommendation (and in fact will be sponsoring a bill in the legislature this year on that topic);
4. The report give more attention to the need to encourage more climate friendly land-use and transportation policies. As evidenced by the more than \$20 billion in infrastructure bonds passed in 2006, the state has become a major financier of infrastructure and should be able to find a creative way to use those funds to encourage more energy efficient land-use planning. The Governor and the Legislature should create a Blue Ribbon Commission to address this topic. The CalSTEP report addressed the need for new policies in this area ([www.calstep.org](http://www.calstep.org));
5. The MOU between the Kingdom of Sweden and the State of California relative to bioenergy is an example of an international partnership and has already fostered a lot of communication and information sharing that is likely to lead to actual projects and joint ventures in the next 12-18 months; and
6. When referring to what % of the state’s GHG challenges are related to transportation, the 50% figure should be noted as at least 8-9% of the emissions are associated with upstream oil refining and processing according to the ARB.

John

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*For the latest information on clean and energy efficient transportation technologies visit [www.calstart.org](http://www.calstart.org)*