

**Church, Steve@ARB**

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**From:** Jamie Hall [jhall@Calstart.org]  
**Sent:** Wednesday, October 28, 2009 12:44 PM  
**To:** Church, Steve@ARB; Ed Pike  
**Subject:** quick comments on ETAAC tech report

Steve and Ed,

From what I have seen, the ETAAC tech report provides a valuable overview of technologies and issues that are relevant to our fight against climate change. I was hoping to read through the whole thing but had to settle for skimming the transportation sector – perhaps I'll go through it on my flight home from our Hybrid Truck Users Forum conference tomorrow. So, while I can't claim to have done an extensive review, I do want to provide comments on things I noticed in skimming through. I hope this is helpful.

First, it seemed to me as though one large category is missing from the discussion. I notice that you talk on page 6-1 about reducing VMT, but there isn't much discussion on this topic in the report itself. There are many technologies that can help reduce VMT, including technologies that facilitate biking, transit use, carsharing, and car/vanpooling. It would make sense to cover these types of technologies. CALSTART's Compendium of Sustainable Community Transportation Strategies touches on some of these and is worth a look as a starting point. In addition to the categories mentioned above, this compendium discusses things like smart parking systems and personal rapid transit. The compendium is available here:

[http://www.calstart.org/Libraries/First\\_Mile\\_Documents/Compendium\\_of\\_Sustainable\\_Community\\_Transportation\\_Strategies.sflb.ashx](http://www.calstart.org/Libraries/First_Mile_Documents/Compendium_of_Sustainable_Community_Transportation_Strategies.sflb.ashx)

The other comments I have are much smaller:

- Page 6-2, 6-3: It would be good to clarify the relationship between the CA standards and the federal standards – federal standards are for MY 2012-2016, and CA (and states that choose to follow) are expected to implement stricter standards until the new federal standards kick in.
- Page 6-6: Calstart should be CALSTART
- Page 6-7: I believe the \$9 million in AB 118 funding for vehicle and component manufacturing is being increased to \$20 million. Double check with Tim Olson at CEC.
- Page 6-10: the discussion of medium-duty hybrids should be expanded to also include heavy-duty hybrids, which hold real promise and are eligible for the CARB HVIP program. You may again want to double check the numbers on the CEC investment with Tim Olson – the RD&D funding has grown, I believe, from \$10 million to \$12.5 million, but may not be specific to trucks – Tim presented on this today at the Hybrid Truck Users Forum conference, so I would double check with him if you want to make sure the numbers reflect the most recent CEC thinking.
- The discussion of renewable natural gas (biomethane) in the appendix is now factually correct, and we are pleased to see that you have included a discussion of this valuable fuel. The California Energy Commission is expected to invest some AB 118 funds in biomethane production in California.

Thanks,

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*Register now for the Hybrid Truck Users Forum conference – the nation's largest event on hybrid and high efficiency trucks – taking place in Atlanta, GA (October 27-29, 2009)! To learn more and register visit:*  
<http://www.calstart.org/projects/hybrid-truck-users-forum.aspx>