

## Comment 1 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: Johanna  
Last Name: Vandemoortele  
Email Address: [jvandemoortele@greencommuter.org](mailto:jvandemoortele@greencommuter.org)  
Affiliation:

Subject: FY16-17 Funding Plan for Low Carbon Transportation and Fuels Investments and AQIP

Comment:

May 23, 2016

Mary Nichols, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

RE: FY 2016-17 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program (AQIP)

Dear Chair Nichols and Board Members,

We appreciate the opportunity to provide comments on the Fiscal Year 2016-2017 Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program (AQIP). Green Commuter strongly supports staff's proposed recommendations for the overall Low Carbon Transportation Funding Plan and specifically for Light-Duty Pilot Projects to Benefit Disadvantaged Communities. These programs are essential to accelerate widespread commercial deployment of zero emission vanpools, car sharing, and fleet replacement to substantially reduce greenhouse gas emissions, alleviate traffic and decrease the cost of commuting.

Green Commuter has developed an innovative system to utilize a fleet of 100% zero emission vehicles to provide a combined service of vanpool and fleet replacement to help decrease the cost of commuting, alleviate traffic, and reduce greenhouse gas emissions. To maximize vanpool efficiency, Green Commuter created a new model to use the vanpool vehicle to both transport passengers to and from employment centers and replace an employer's fleet during the middle of the day. The efficiency between the two systems dramatically increases the benefits and helps reduce costs. The Green Commuter system will help accelerate zero emission vanpool and fleet replacement to reduce air pollution, improve conditions in disadvantaged communities, improve connectivity, alleviate traffic congestion, and help carry out the Governor's ZEV Action Plan for 1.5 million vehicles on the road by 2025.

Our specific comments are outlined below:

### 1. Support for Funding Plan and Suggestion for Expansion of Existing Project Categories

Green Commuter supports staff's overall proposed Low Carbon Transportation Funding Plan for \$500 million for FY 2016-2017. If ARB receives additional funding for Low Carbon Transportation from

California Climate Investments, we support allocating further funding for Light-Duty Pilot Projects to Benefit Disadvantaged Communities, as many of these programs have been significantly oversubscribed. Specifically, we support including a Zero emission Vanpool category within the Light-Duty Pilot Projects to Benefit Disadvantaged Communities, similar to the category for Agricultural Worker Vanpools in order to help deploy zero emission vanpool vehicles in disadvantaged communities throughout the state.

2. Support for Car Sharing and Mobility Options Program  
Green Commuter strongly supports the Car Sharing and Mobility Options program and the \$8M proposed for the FY 2016-2017 Funding Plan. We suggest also including the \$300,000 from last year's award that is no longer moving forward into the FY 2016-2017 Car Sharing and Mobility Options program, as those funds were intended to help deploy projects within this category. This funding is essential to help deploy zero emission car sharing and vanpooling to disadvantaged communities in California.

3. Support for incentivizing EV leasing and EV rental arrangements  
Currently, many of the State's EV investments and associated incentives typically have not been applied to EV leasing and EV rental arrangements. EV leasing and rental arrangements are an optimal model for fleet, car sharing, and vanpool applications. They offer an attractive option to government agencies, transit operators, and other fleet operators to efficiently deploy zero emission vehicles, without additional burdens of dealing with maintenance, insurance, etc. The convenience and economy of scale offered by the leasing and rental option, in turn, increases the scale and speed at which fleets are able to transform to zero emission technologies.

Thank you again for the opportunity to provide comments the Low Carbon Transportation and AQIP Funding Plan. We appreciate the leadership of the California Air Resources Board and the hard work to the entire AQIP team to reduce greenhouse gas emissions to benefit communities throughout California.

Kind Regards,

Gustavo Occhiuzzo  
CEO

Johanna Vandemoortele  
Director of Grants and Partnerships

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/1-fundingplanaqip2016-AGZVJIY5WG8KZVc5.pdf>

Original File Name: Funding Plan1617\_Comments\_GreenCommuter\_05232016.pdf

Date and Time Comment Was Submitted: 2016-05-23 11:23:05

No Duplicates.

## **Comment 2 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Stephen

Last Name: Crolius

Email Address: scrolius@alliancecg.com

Affiliation: CGI V2G EV School Bus Commitment Team

Subject: Comment for Consideration (2nd Attempt)

Comment:

This comment pertains to the On-Road Trucks section of the Plan.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/4-fundingplanaqip2016-WjlcPQRsUl4FYABv.docx>'

Original File Name: CGI Comment on 16-17 AQIP Investment Plan On-Road Trucks Section FINAL.docx

Date and Time Comment Was Submitted: 2016-05-31 11:43:19

No Duplicates.

## **Comment 3 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Stephen

Last Name: Crolius

Email Address: scrolius@alliancecg.com

Affiliation: CGI V2G EV School Bus Commitment Team

Subject: Comment for Consideration (2nd Attempt)

Comment:

Attached is a comment on the Zero-Emission Bus section of the Plan.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/5-fundingplanaqip2016-BWZXNgFpVVkDZghn.docx>'

Original File Name: CGI Comment on 16-17 AQIP Investment Plan ZE Bus Section FINAL.docx

Date and Time Comment Was Submitted: 2016-05-31 12:01:04

No Duplicates.

## Comment 4 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: Jeanie  
Last Name: Ward-Waller  
Email Address: [jeanie@calbike.org](mailto:jeanie@calbike.org)  
Affiliation: California Bicycle Coalition

Subject: Bike Incentive Program Concept

Comment:

Chairwoman Mary Nichols  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Re: Bicycle Incentive Program Concept

Dear Chair Nichols, Board Members, and Staff:

On behalf of the undersigned organizations, we applaud the efforts of the Air Resources Board to improve air quality and reduce greenhouse gas emissions from the transportation sector through Low Carbon Transportation Fund investments. In particular, we support the diverse investments in disadvantaged community Light-Duty Vehicle Pilot Projects that provide opportunities for low-income residents to either afford an electric vehicle or to access clean mobility options without the burden of owning a personal automobile. We recommend you consider also investing in incentives for a zero-emission vehicle that is not currently included in the program—the bicycle.

We propose creating a \$10 million Bicycle Incentive Pilot Program within the Light-Duty Vehicle Pilot Projects subset of the Low Carbon Transportation Fund to fund rebates for the purchase of high-quality bicycles. The program would incentivize the purchase and use of electric bicycles, cargo bicycles, folding bicycles, and other high-quality utilitarian bicycles to replace vehicle trips. In addition, the program would further replace vehicle trips by subsidizing bike repair, replacement of essential bike parts, and community bike repair workshops through grants to local bike shops and community bike repair “kitchens”. At least 75 percent of the funding should be expended to provide direct mobility benefits to low-income residents in disadvantaged communities. The following expenditures should be eligible for incentives under the program:

&#9679; Vouchers or rebates for individuals and families, with at least 75 percent set aside for households whose income is 80 percent or less of the area median income, and at least 25 percent set aside for households whose income is below 50 percent of area median income.

&#9679; Expansion or establishment of bike fleets for housing authorities, public agencies, or corporations, especially those located in disadvantaged communities, limited to 100 bicycles.

&#9679; Bike share programs located in disadvantaged communities, limited to 100 bicycles, including free bike share memberships to low-income individuals.

&#9679; Grants to local bike shops and bike kitchens in disadvantaged communities to provide essential bike parts, repair, and workshops to low-income community residents.

Incentives for bicycle purchases at 50% of the price of the bicycle up to a maximum voucher of \$500, or \$1000 for an electric bicycle, are appropriate. ARB should also consider including the cost of legally-required lights, locks, helmets, and cycling classes as reimbursable expenses under the program. Participants will be required to complete a survey at the time of purchase and after six months to evaluate the effectiveness of the voucher in prompting the initial purchase and the level and nature of use of the new bicycle for trips of all purposes and lengths.

Demand for utilitarian bicycling to replace vehicle trips is exploding and the bicycle industry has responded with a wide variety of electric bicycles, cargo bicycles, folding bicycles, and other commuter-style bicycles. However, many of these types of bicycles typically cost \$1,000 or more, creating a cost barrier for low-income consumers and for families considering the cost of multiple bicycles. Providing subsidies for bicycle purchases would increase the affordability of these high-quality, zero-emission vehicles and stimulate the market for bicycles, especially for emerging technologies in electric-assist bicycles and cargo bicycles, continuing to drive down prices.

Our proposal also allows people who bicycle to overcome the technical and cost barriers to owning and operating bikes, which are often identified especially by low-income individuals. We propose that existing bicycle owners and new bicycle owners who receive a voucher through this program have the option to repair their own bicycles at local bike shops and community bike "kitchens" through grants to establish or expand the activities of such facilities in disadvantaged communities. Eligible expenses for these grants could include essential bike parts such as tires and lights, bike repair, and workshops for individuals to learn to maintain their own bikes. This "fix it first" approach allows low-income residents and households to repair bikes they own now to be operable and safe, and allows those who purchase new bikes through the proposed bike incentive program to maintain their bikes over the long term.

In many underserved communities across the state, safe bikeway infrastructure is lacking, despite the high rate of people bicycling in these communities. We recommend that jurisdictions which apply to the program for bike share program subsidies be required to demonstrate a commitment to prioritizing bikeway infrastructure improvements in the disadvantaged communities where the new bike share stations will be located. The prioritization could be demonstrated with a project list in the jurisdiction's adopted bike plan that shows projects adjacent to the new bike share stations at the top of the list. In jurisdictions that lack an adopted bike plan, other documentation, such as an application for Active Transportation Program funding, could meet the requirement.

Our proposal leverages the existing successful "Increased Incentives for Public Fleets Project" which encourages public agencies to turn over their automobile fleets to electric vehicles by encouraging agencies to replace many of those vehicles with high-quality utilitarian bicycles, getting greater value for each dollar invested in greenhouse gas reduction.

Our proposal also strengthens the existing Car Sharing and Mobility Options Pilot Project that supports subsidized transit passes, bike- and car-sharing memberships for low-income residents.

Research demonstrates that low-income communities of color have the highest rates of bicycling, and "the fastest growth in bicycling is among the Hispanic, African American and Asian American populations." Increasing access to bicycles, especially in disadvantaged communities, has the potential to spur greater mode shift.

Promoting bicycling is a critical strategy for meeting our state climate goals and it has more "co-benefits" than almost any other strategy; it provides affordable transportation options, improves public health, increases traffic safety, and advances the economic prosperity of our communities. Bicycle travel doubled in California between 2000 and 2012 and the Caltrans Strategic Management Plan aims to triple bicycling by 2020.

We request that you consider funding a \$10 million Bicycle Incentive Program as a Light-Duty Vehicle Pilot Project within the Low Carbon Transportation Fund in the 2016-17 fiscal year to improve access to the most affordable and cleanest vehicle for individuals, agencies, and families across California. Please contact Jeanie Ward-Waller, Policy Director with the California Bicycle Coalition (Jeanie@calbike.org) with any questions.

Sincerely,

Jeanie Ward-Waller, Policy Director  
California Bicycle Coalition

Janine Rood, Executive Director  
Chico Velo

Chuck Mills, Director of Public Policy and Grants  
California ReLeaf

Dan Rivoire, Executive Director  
Bike SLO County

Tyrone Buckley, Legislative & Policy Advocate  
Housing California

Ryan Wiggins, Climate Policy Manager  
TransForm

Bill Sadler, Senior California Policy Manager  
Safe Routes to School National Partnership

Eric Bruins, Planning & Policy Director  
Los Angeles County Bicycle Coalition

James Pappas, Manager of Housing Preservation & Policy Research  
California Housing Partnership

Denny Zane, Executive Director  
Move LA

Rico Mastrodonato, Senior Government Relations Manager  
Trust for Public Land

Edward France, Executive Director  
Santa Barbara Bicycle Coalition

Marven E. Norman, Policy Director  
Inland Empire Biking Alliance

Alisha Olooughlin, Policy & Planning Director  
Marin County Bicycle Coalition

Melissa Balmer, Director  
Pedal Love/Women on Bikes California

Emma Shlaes, Policy Manager  
Silicon Valley Bicycle Coalition

Andy Hanshaw, Executive Director  
San Diego County Bicycle Coalition

Kula Koenig, Government Relations Director  
American Heart Association | American Stroke Association

Matt Read, Esq., Director, Statewide Government Relations  
Breathe California

Stephanie Stephens, Executive Director  
California Park and Recreation Society

Laura R. Cohen, J.D., Director  
Western Region Rails-to-Trails Conservancy

Sigrid Wright, Executive Director and CEO  
Community Environmental Council

Richard Marcantonio, Managing Attorney  
Public Advocates Inc.

Industry support from the following corporations:

Accell North America, Kent, WA  
Big Cat Electric Bicycles, Holbrook, NY  
BionX International, Aurora, ON  
BMC Switzerland, San Diego, CA  
Bosch eBikeSystems, Irvine, CA  
Currie Technologies, Simi Valley, CA  
Cycling Sports Group, Wilton, CT  
EG Bike, Canton, MA  
Evelo Electric Bicycles, Cambridge, MA  
Felt Bicycles, Irvine CA  
Faraday Bicycles, San Francisco, CA  
Giant Bicycle, Newbury Park, CA  
Haibike, Simi Valley, CA  
Hawley, Lexington, SC  
J & B Importers, Miami, FL  
Kuberg, Camino, CA  
Ohm Cycles, Abbotsford, BC  
Procycle Group, North Vancouver, BC  
Pure Fix Cycles, Burbank, CA  
Revolve Electric Bikes, Elmsford, NY  
Santa Monica Electric Vehicles, Las Vegas, NV  
Shimano, Irvine, CA  
Specialized Bicycle Components, Morgan Hill, CA  
SRAM Corporation, Chicago, IL

Tern Bicycles North America, Lakewood, CA  
Trek Bicycle Corporation, Waterloo, WI  
Xtracycle, Oakland, CA  
Yuba Bicycles, Petaluma, CA

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/6-fundingplanaqip2016-WzlQP1c1WXMCZ1Q4.docx>'

Original File Name: Bicycle Incentive Program letter\_Revised 5.23.16.docx

Date and Time Comment Was Submitted: 2016-06-01 08:23:30

No Duplicates.

## **Comment 5 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Alan  
Last Name: Abbs  
Email Address: alan@capcoa.org  
Affiliation: CAPCOA

Subject: CAPCOA Comment Letter

Comment:

Please accept the attached letter from the California Air Pollution Control Officers Association.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/7-fundingplanaqip2016-AGMAZ1cmADAAaVMy.pdf>

Original File Name: CAPCOA Letter - CAPCOA-ARB LCT Plan - 6.6.2016.pdf

Date and Time Comment Was Submitted: 2016-06-06 11:12:36

No Duplicates.

## **Comment 6 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: David

Last Name: Rubenstein

Email Address: DRubenstein@CaliforniaEthanolPower.com

Affiliation:

Subject: Funding Plan for Low Carbon Transportation and Fuel Investments

Comment:

We believe that the program ARB is developing is a terrific one and it will assist in the development of facilities that produce low carbon fuels. We appreciate the opportunity to submit our comments/suggestions.

May we suggest that staff considers these two idea's:

1. Allow facilities that are in development to apply and qualify for the producers payment. While funds can't be released until the facility is producing low carbon fuel, the debt and equity markets will take into account this guaranteed revenue stream which will assist the developers of these facilities during the financing stage of their project.

In addition, we strongly suggest that ARB awards the contracted payments to a facility for as many years as possible so that the financing entities can calculate the revenue into the financing models for the project. This will have a positive effect for project financing until ARB can develop and implement a floor price program.

2. We understand the chart developed by ARB for the potential per gallon payments for each gallon produced. We believe that the scale is pretty steep, especially when projects with a relatively low CI are just outside of the next level. The difference of just a couple of points could mean the difference of millions of dollars. We would like to suggest a more gradual scale.

Thank you again for allowing us to comment.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2016-06-10 07:56:40

No Duplicates.

## **Comment 7 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Kathleen

Last Name: Van Osten

Email Address: [kvo@mvmstrategy.com](mailto:kvo@mvmstrategy.com)

Affiliation:

Subject: Very Low Carbon Incentive Fund

Comment:

Please see the attached letter from United Airlines regarding inclusion of renewable aviation fuels in the LCIF.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/9-fundingplanaqip2016-AncFbQZuBCNWNQFl.pdf>'

Original File Name: United Letter to CARB 6\_6.pdf

Date and Time Comment Was Submitted: 2016-06-10 14:55:48

No Duplicates.

## **Comment 8 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Heather

Last Name: Tomley

Email Address: heather.tomley@polb.com

Affiliation:

Subject: Port of Long Beach Comments on FY 2016-17 Low Carbon Transportation Investments/AQIP

Comment:

Please see the attached comment letter.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/10-fundingplanaqip2016-AjBda11tAGUDNQE3.pdf>'

Original File Name: 20160615\_ARB\_Comment\_Letter\_2016-17\_Low\_Carbon\_Transportation\_Investments\_AQ\_Improvement\_Program\_Funding\_rkm.pdf

Date and Time Comment Was Submitted: 2016-06-16 07:34:26

No Duplicates.

## **Comment 9 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: David  
Last Name: Greenfader  
Email Address: [david.greenfader@envisionsolar.com](mailto:david.greenfader@envisionsolar.com)  
Affiliation: Envision Solar International Inc.

Subject: EV ARC for ARB

Comment:

We're thrilled to have been recently awarded a mandatory statewide contract with the State of CA DGS which means both state and local public agencies can now piggyback off the State contract, taking advantage of the favorable pricing, T&Cs and avoiding any RFP requirement. We feel this will make driving on sunshine an even easier proposition.

Envision Solar is an innovative and disruptive San Diego-based sustainable technology company, offering turnkey solar powered products for electric vehicle charging, energy security and outdoor advertising. These products provide critical solutions that uniquely enable governments, corporations and property owners to significantly reduce costs and complications for electric vehicle charging infrastructure, to create meaningful revenue via outdoor advertising, multi-space parking metering and reduce their vulnerability to expensive and dangerous blackouts.

Today, Envision continues to reduce dependence on the grid and dirty energy, while increasing EV adoption, air quality and energy security. Envision has brought the dream of "Driving on Sunshine" to governments including the USVI (St. Thomas), State of California (DGS, Caltrans, OIG, CSUEB) , New York City (DCAS), as well as Fortune 500s ranging from Google to Johnson & Johnson, General Motors and others.

Allow me to introduce to you the world's first 100% off-grid transportable solar EV charging station - EV ARC™ - Autonomous Renewable Charger:

Deployed in the matter of minutes, it arrives to your property fully intact and is fitted into a standard 9'x18' parking space is ADA compliant and can start charging EVs in a matter of minutes. It doesn't take up any additional parking, and many might consider this fastest deployed, easiest and most scalable solution in the industry today.

An EV ARC™ requires:

- NO construction
- NO permitting
- NO foundation
- NO trenching
- NO switch-gear upgrades
- NO transformer upgrades
- NO interconnect agreements
- NO demand charges or kWhs from grid
- NO site acquisition
- NO resurfacing

- NO striping  
AND NO UTILITY BILL.

Look what New York City, State of California, Google and others are deploying:

"NYC Fleet's First Solar Carport"

[http://www.nyc.gov/html/dcas/downloads/pdf/fleet/nyc\\_fleet\\_newsletter\\_09\\_25\\_2015.pdf](http://www.nyc.gov/html/dcas/downloads/pdf/fleet/nyc_fleet_newsletter_09_25_2015.pdf)

State of California, DGS Newswire Announcement - "DGS Plugs into Solar-Powered electric vehicle charging station"

<https://dgsnewswire.wordpress.com/2015/10/02/dgs-plugs-into-solar-powered-electric-vehicle-charging-station/>

California DOT orders 11 portable solar EV charging stations from Envision Solar

<https://chargedevs.com/newswire/california-dot-orders-11-portable-solar-ev-chargers-from-of-envision-solar/>

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/11-fundingplanaqip2016-BTVQZlBhB2RSZAdY.pdf>'

Original File Name: 00000\_2016\_EV ARC Product Catalog wo\_pri.pdf

Date and Time Comment Was Submitted: 2016-06-17 09:59:08

No Duplicates.

## Comment 10 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: Desmond

Last Name: Wheatley

Email Address: desmond.wheatley@envisionsolar.com

Affiliation:

Subject: Thoughts on Utility Involvement in the EV charging space.

Comment:

Recently the CPUC has approved 2 out of three plans submitted by the large IOUs in CA to become involved in the build out of electric vehicle charging infrastructure. Specifically the IOUs will use rate based funds to perform what has become known as "make readies" in the EV charging ecosystem. "Make readies" refer to bringing electrical circuits to locations where EV drivers actually might want to charge their vehicles. In a significant departure from the long standing business model wherein a utility is responsible for delivering electrical circuits to the perimeter of a business location while the business owner is responsible for any needed electrical infrastructure on campus, utilities will now force rate payers to foot the bill for the required circuit right up to the point of load.

There are several aspects of this new model which are unusual, unfair and anti-innovation. What is it about EV charging that is different from any other business requirement for electricity? Why should rate payers pay for the needed circuits for EV charging but not for, say, washer driers in a Laundromat? Would the owner of the Laundromat not be justified in suggesting that his business is just as worthy of the utilities increased expenditure to run dedicated 240v circuits to each of his very necessary machines? Or perhaps the owner of a factory should ask to have the rate payers foot the bill for the circuits necessary to operate her machinery. There has never been any precedence for such an action and for good reason. It is not the job of the utility to ease the way for certain businesses but not for others. Rather there should be an even playing field for all businesses and those that have special circuit requirements should find innovative business practices to either reduce their costs or increase their revenues to cover those costs.

Municipalities, States and Depts. of Transportation have been no more favored by the utilities or the CPUC in the past. The utilities do not use ratepayers dollars to run circuits to stop lights or street lamps or any other vital transportation or public safety amenity and yet for some reason EV chargers have been singled out for this treatment. Tax dollars have been rightly channeled to the development of our vital infrastructure and the processes ensuring that tax dollars are spent in the best interests of the constituency are transparent, tried and tested.

Surely there is very little difference between the CPUC allowing utilities to force rate payers to pay for infrastructure which is only used by a very small minority and the imposition of a tax on

those rate payers. They certainly have no choice in whether or not they pay.

The stark difference is, of course, that taxing authorities are governed by elected officials who can be unelected if the constituency does not agree with the spending of their tax dollars. This is not the case for the CPUC or the Utility. Rate payers must pay whether they agree or not.

It is clear that the utilities are well motivated to push for this new model. They make money when they spend the rate payers money on infrastructure. Who can blame them for pushing for a decision to allow them to spend more even on infrastructure which has never previously been in their domain. What is less clear is why the CPUC or anyone else in government would think this fair or a good idea. If EV charging infrastructure is deemed vital enough to be worthy of public expenditures (and I believe it is) then it should be tax payers not rate payers who pay through the thoroughly vetted process currently in place for all public infrastructure expenditures.

The EV charging industry is also well motivated to support this new model. These new CPUC approved plans speak only to their erstwhile failure to come up with innovative models to allow them to afford the requisite infrastructure to make their businesses work. Forcing rate payers to fill the gaps between their desire and need for clean energy and sound business models which actually work is anti free-enterprise and just the sort of unwarranted intervention into the private sector that suppresses the very innovation which will be so vital to the success of the EV charging industry. Why would anyone invent a better mouse trap when the public is forced to pay for the inferior model currently in use?

Finally, forcing rate payers to upgrade electrical circuits to support EV chargers will further increase the industry's already alarming reliance on the old Utility business model which relies on centralized generation and a grid which is highly vulnerable to failure. What will happen when 10,000 vehicles do not charge during SDG&Es next 10 hour blackout? Instead of forcing utility rate payers to subsidize this sort of infrastructure California's government should be doing everything in its power to promote innovative technologies and business models, especially those that utilize clean, renewable, locally produced and stored energy which does not contribute to green house gases and which is not vulnerable to grid outages. Such solutions do exist and they do work but CA will have to SMARTEN UP if it is to see them. From now on, the first choice in EV charging electrical infrastructure should be renewables, locally produced and stored and only in those few occasions where these resources cannot be leveraged should the grid be used as a backstop. In any event, rate payers should not be forced to pay for the infrastructure. End users or tax payers should - just like every other private or public use since the dawn of electricity in the United States.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/12-fundingplanaqip2016-VGQCNAc2WToKPAdY.pdf>'

Original File Name: 00000\_2016\_EV ARC Product Catalog wo\_pri.pdf

Date and Time Comment Was Submitted: 2016-06-17 09:59:08

No Duplicates.

## Comment 11 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: David  
Last Name: Greenfader  
Email Address: david.greenfader@envisionsolar.com  
Affiliation: Envision Solar International Inc.

Subject: First 100% Off-Grid Solar DC Fast Charging Tree

Comment:

I feel it is important that the ARB is aware of this innovative technology now available to the State of CA.

Solar Tree® DCFC which comes as a kit of pre-engineered components designed for ease and speed of deployment. The only site disturbance is the installation of a pre-engineered foundation. EVs will be able to charge within 7 days of the products arrival on site and there are no utility bills or black outs - ever.

The Solar Tree® DCFC comes as a kit of pre-engineered components designed for ease and speed of deployment.

The Standard Solar Tree® DCFC™ start at \$250,000.00 and may be equipped with either a 150 kWh, 200 kWh or 250 kWhs of lithium ion battery storage specifically sized for site and usage. Storage levels can be increased for typically less than \$1000 per kWh for storage and associated systems.

Envision Solar will design, engineer, manufacturer and deliver the Solar Tree® DCFC™ to the project location. The Solar Tree® DCFC™ will be right-sized for local conditions and anticipated usage in conjunction and consultation with the client.

Envision Solar can supervise the installation of the Solar Tree® DCFC™ by qualified, local licensed contractors for each trade appropriate to the scope described below in accordance with Envision Solar's installation methodology, assuring quality in the finished product. This includes; steel erection, assembly and commissioning of Solar Tree® on site. For grid Solar Tree DCFC; all trenching, electrical, civil engineering, circuit upgrade, permitting, interconnection agreements, etc., in other words, all work away from the Solar Tree® is to be completed prior to the Envision Solar technician's arrival on site as according to our standard specification and methodology.

General specifications:

- § 24 kW - DC 35' X 35' array
- § Up to 500-700 e miles per day\*
- § One (1) 50 kW (400v) DC Fast Charger (can be selected by customer)

- § Two (2) level-2 (7.2 kW de-rated) J1772 plugs
- § EnvisionTrak™ Tracking
- § 12' standard minimum vertical clearance (upgradeable to 18')
- § Truss-integrated LED light strips (4)
- § ARC™ Power Storage Technology - 100-150 kWhs (upgrade available - 200 kWhs)
- § Customizable architectural tapered column
- § Color of your choice - Paint or Powder-coat finish
- § Rapid installation - 7 days or less
- § Up to 25-30 year warranty on PV

Optional features:

- § Branded valance and badging
- § Corrosion resistant ACM - aluminum composite ceiling
- § Other integrated components:
  - § CCTV cameras
  - § Wireless Access Points
  - § Call Stations
  - § Power receptacles

\* All dimensions, cost capacity and production numbers are approximate.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2016-06-17 09:59:08

No Duplicates.

**Comment 12 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Rima

Last Name: Habre

Email Address: habre@usc.edu

Affiliation: USC Environmental Health

Subject: Zero Emissions School Buses in CA

Comment:

See attached.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/14-fundingplanaqip2016-ViMGc1Q2Aw9XNAhm.pdf>'

Original File Name: USC Environmental Health\_Zero Emissions School Buses in CA.pdf

Date and Time Comment Was Submitted: 2016-06-17 16:06:10

No Duplicates.

## **Comment 13 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Vincent  
Last Name: Wiraatmadja  
Email Address: [vincent@weidemangroup.com](mailto:vincent@weidemangroup.com)  
Affiliation: BYD and AVTA

Subject: Joint BYD Motors-AVTA Comment Letter

Comment:

Please find attached the joint comment letter from BYD and AVTA regarding the 16-17 Funding Plan.

Thank you.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/15-fundingplanaqip2016-UTdWJQFuUWZQPwRq.pdf>'

Original File Name: Funding Plan Letter 6-17-16.pdf

Date and Time Comment Was Submitted: 2016-06-17 16:44:38

No Duplicates.

## **Comment 14 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Taylor

Last Name: Price

Email Address: tprice@csum.edu

Affiliation:

Subject: Use of program funds for maritime related air quality improvement

Comment:

Is the board planning to issue any specific funding or funding opportunities to maritime related concerns? Will the board plan to issue funding or funding opportunities for the study of reducing maritime related emissions; specifically related to ports or reducing ship emissions in state waters?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2016-06-17 17:36:47

No Duplicates.

## Comment 15 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: David  
Last Name: Greenfader  
Email Address: david.greenfader@envisionsolar.com  
Affiliation: Envision Solar International Inc.

Subject: STATE OF CA - DGS Awards Statewide Mandatory for Mobile Solar EV Charging Station -

Comment:

This product , the EV ARC™ s presently on the State of CA statewide mandatory contract.

The EV ARC™ is readymade solution. ZERO installation required. It is the fastest, simplest and most scalable EV charging solution available today because it avoids all site-acquisition and civil engineering headaches normally associated with installing EV charging in the ground. It can be installed in open lots or roofless parking garages.

We are thrilled to have been recently awarded by the State of California's (Department of General Services) for a statewide mandatory contract which offers state and local agencies the opportunity to drive on nothing but sunshine.

EV ARC™ - Autonomous Renewable Charger  
Deployed in the matter of minutes, it arrives to your property fully intact and is fitted into a standard 9'x18' parking space is ADA compliant and can start charging EVs in a matter of minutes. It is the fastest, easiest and most scalable solution in the industry today.

An EV ARC™ requires:

- NO construction
- NO permitting
- NO foundation
- NO trenching
- NO switch-gear upgrades
- NO transformer upgrades
- NO interconnect agreements
- NO demand charges or kWhs from grid
- NO site acquisition
- NO resurfacing
- NO striping

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/17-fundingplanaqip2016-AHMHbl0wBzUBdVQL.pdf>

Original File Name: Solar Powered EV Charging Products 2016\_part I.pdf

Date and Time Comment Was Submitted: 2016-06-20 12:39:50

No Duplicates.

## **Comment 16 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Stephanie

Last Name: Searle

Email Address: stephanie@theicct.org

Affiliation: International Council on Clean Transport

Subject: Comments on 2016-17 AQIP funding plan

Comment:

Attached, please find ICCT's comments on ARB's 2016-17 AQIP funding plan.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/18-fundingplanaqip2016-AWhRNFEzBSJSC1c0.pdf>'

Original File Name: ICCT comments\_ARB 2016-17 AQIP funding plan.pdf

Date and Time Comment Was Submitted: 2016-06-20 13:02:21

No Duplicates.

## **Comment 17 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Lawrence  
Last Name: McCormack  
Email Address: [lawrence.mccormack@cummins.com](mailto:lawrence.mccormack@cummins.com)  
Affiliation:

Subject: Public Comments from Cummins Westport

Comment:

Please find attached the public comments from Cummins Westport related to the Proposed Fiscal Year 2016-17 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program. Please contact me if you have any issues opening the attached file.

Thank you.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/19-fundingplanaqip2016-VzZWIIU2VVkLfQl7.pdf>'

Original File Name: ARB Proposed Funding Plan public comments Cummins Westport.pdf

Date and Time Comment Was Submitted: 2016-06-20 13:13:43

No Duplicates.

## **Comment 18 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Veronica

Last Name: Pardo

Email Address: [veronica@crrcnorth.org](mailto:veronica@crrcnorth.org)

Affiliation: California Refuse Recycling Council

Subject: Proposed Fiscal Year 2016-17 Funding Plan for Low Carbon Transportation and Fuels

Inve

Comment:

We thank you for the opportunity to comment on the Proposed Fiscal Year 2016-17 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/20-fundingplanaqip2016-B2FRPIU6AzEBa1UK.pdf>

Original File Name: Final AQIP 06.20.16.pdf

Date and Time Comment Was Submitted: 2016-06-20 13:32:40

No Duplicates.

## **Comment 19 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Stephen

Last Name: Crolius

Email Address: scrolius@alliancecg.com

Affiliation: CGI EV School Bus Commitment Team

Subject: Comment for the 2016-17 Low-Carbon Transportation Funding Plan Docket

Comment:

The attached comment pertains to the Zero-Emission Bus Pilot Commercial Deployment Project.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/21-fundingplanaqip2016-AmEFZFY+VV1SN1I9.docx>'

Original File Name: CGI Comment on 16-17 AQIP Investment Plan ZE Bus Section Addendum.docx

Date and Time Comment Was Submitted: 2016-06-20 13:15:57

No Duplicates.

## Comment 20 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.

First Name: Tom  
Last Name: Knox  
Email Address: tom.knox@valleycan.org  
Affiliation: Valley Clean Air Now

Subject: 2016-17 Funding Plan for Low Carbon Transportation and AQIP

Comment:

Attached and pasted is Valley CAN's comments on LCTP

June 20, 2016

Mary D. Nichols  
Chair, California Air Resources Board  
1001 "I" Street  
Sacramento, CA 95814

RE: Low Carbon Transportation Fund Investments and Air Quality Improvement Plan (AQIP), focusing on Light Duty Pilot Projects to Benefit Disadvantaged Communities and Lower-Income Consumers

Dear Chair Nichols:

Thank you for your ongoing leadership with implementing carbon reduction and air quality programs at CARB. Your team has been doing good work with facilitating the ongoing planning process to encourage input and collaboration.

Valley Clean Air Now (Valley CAN) greatly appreciates the opportunities that CARB has created for transportation equity projects in the San Joaquin Valley, and we want to take this opportunity to offer some broad comments about program planning, as well as specific comments on some of the details.

Overall, we encourage a focus on how to use existing GGRF-funded programs such as the Enhanced Fleet Modernization Program Plus-Up to identify and engage eligible households to create an expanding sales pipeline in San Joaquin Valley disadvantaged communities. These customers will likely qualify for multiple environmental programs and are likely very motivated by cost savings to enter and complete programs. Combining multiple GGRF programs at the household and community level is a cost-effective way to both deepen and broaden the impact of California Climate Investments (CCI) investments by creating economies of scale. To effectively manage this process, an online customer relations system is needed to manage qualification and data reporting. To build and retain community support, additional flexibility and consumer protections are needed to help customers qualify for and succeed with these programs.

CCI guidelines should be visible across all agencies  
CCI programs are currently managed by 11 state agencies, each with a separate set of guidelines that do not always precisely align.

Encouraging program interconnections would be facilitated by creating and updating a matrix that compares the basic program qualification criteria across all CCI programs. This matrix can be organized by grouping programs by category (transportation, housing, infrastructure, etc) and further by types of criteria (income, household vs. business, etc). This work product would be very valuable in creating an inclusive yet rigorous cross-qualification process for all disadvantaged community households.

Effective strategies are needed to enable "cross-cutting" "Cross-cutting" to create linkages between GGRF-funded programs to focus benefits in disadvantaged community households is a goal that has been cited repeatedly in Carbon Investment Program documents including the recent Investment Plan as well as the proposed Transformative Climate Communities program in the Governor's 2016-17 budget proposal.

Combining existing programs to focus benefits into low-income households in the most severely disadvantaged communities should be a faster path to quantifiable GHG reductions in these areas, as programs could potentially need only additional flexibility and some creativity to create points of connection for cross-qualification.

Valley CAN has already been coordinating with the other GGRF-funded program providers in the San Joaquin Valley to deliver multiple programs to qualified households:

- EFMP Plus Up customers who purchase battery electric vehicles (BEV) who also qualify for Department of Community Services and Development's low-income rooftop solar PV program managed by Fresno Economic Opportunity Commission can receive a rooftop solar system that includes the pre-wiring necessary for Electric Vehicle Service Equipment.
- Another consumer-facing GGRF-funded project in the San Joaquin Valley is the CalVans agricultural vanpool program. We offer CalVans riders the opportunity to qualify for EFMP Plus-Up, as their vehicles are often pre-1996 high-emitting vehicles that are top targets.

Cross-cutting can be handled most easily at the point of implementation

We recognize how challenging it is to align multiple programs across eleven state agencies, all of which have existing processes.

Based on our experience with encouraging program coordination to date, we believe that the easiest path to this cross-program alignment is to incentivize collaboration among program administrators to cross-qualify eligible low-income households for multiple GGRF programs.

Program administrators can compare how program guidelines align or conflict, and can find ways to help to qualify their customers for other programs in ways that are labor- and cost-effective. These administrators are already responsible for verifying eligibility, and they can find points of connection between various program guidelines that improve low-income accessibility while maintaining program integrity.

We encourage staff to consider specific strategies to start creating these interconnections by including enabling language within program guidelines to prioritize cross-program collaboration

to find effective ways to maximize related co-benefits. The Light Duty Pilots would be an ideal testing ground on how to interconnect climate equity programs.

A process is needed to consider new additions to the Light Duty Pilot Projects

The Light Duty Pilot Projects have been a good space to test potential approaches for GHG reductions in disadvantaged communities. It would send a positive signal if CARB would establish a process by which new projects could be considered for inclusion in future years.

Web-based systems are needed to manage within and between CCI programs

Customer Relationship Management systems powered by a relational database are typically used to managing large-scale sales or field operations. A well-designed software system could expedite all aspects of GGRF-funded programs, from outreach to customer intake and qualification to project management to reporting and accounting.

By adding program eligibility criteria into project management software and constructing a logic tree for how these rules interrelate, the management system can accurately assess customer eligibility and ensure a rigorous but inclusive verification system. We request that CARB start a work stream to consider how to best implement a unified program management system that can link programs and align program metrics and reporting.

Low-income customers often require additional program flexibility. Qualifying low-income households in disadvantaged communities requires a more inclusive administrative approach than for other customers. For example, many lower income customers do not file IRS tax returns, so verifying household income with IRS Form 4506-T is problematic. In addition to the concept of cross-qualifying customers that are already in a state or utility low-income program, another potential solution would be to use the income reported on credit reports. Other perceived barriers for low-income households include concerns about family members who are undocumented residents, or have legal issues where applying for a government program may seem like a risk.

Acknowledging the challenges in these households and avoiding creating perceived barriers is key to maximizing participation in disadvantaged communities. We recommend that CARB consider how to best maintain low-income accessibility in the qualification process, and how to avoid conflicting and confusing qualification criteria that could create barriers to access.

Supply of used PEVs is a limiting factor for EFMP Plus-Up. Used PEVs are an opportunity to encourage greater overall demand for plug-in vehicles.

The EFMP Plus-Up program in the San Joaquin Valley has found that the most popular choices for replacement vehicles are plug-in hybrids and battery electric vehicles. The only limiting factor in selling these vehicles is the supply of used PEVs. Valley CAN is making every effort to increase the availability of

plug-in vehicles to satisfy customer demand. It is not much of a stretch to say that if there was sufficient availability of plug-in vehicles, EFMP Plus-Up results would be close to 100% PEVs. Longer-term success of the EFMP Plus-Up program is interdependent on the continued success of CVRP

in selling new plug-in electric vehicles which are available for resale to EFMP Plus-Up customers 3-5 years later.

PEVs can be leveraged to extend the benefits of solar PV. PEVs are a connection point between transportation and household GHG reduction programs. By combining BEVs with GGRF-funded solar PV, we have seen the value multiply for these households. There are some potential experiments on how to further link PEVs and homes:

- We suggest a pilot project within the Light Duty Pilot Projects, linked to the CVRP and EFMP Plus-Up programs, to consider options for BEVs as home batteries and re-use of PEV batteries at the household and community level
  - BEVs have been used as storage devices for homes in Japan, where they have been shown to power an average-sized home for up to two days. Using a PEV as a battery for a home would be a game-changer in disadvantaged communities in the San Joaquin Valley, especially those that are not connected to the grid.
  - When PEV customers replace their batteries, the used battery can potentially be repurposed as storage for rooftop solar PV systems, further extending the flexibility and value of the system.

Thank you for your consideration. If you need any additional details, please feel free to contact Tom Knox, at (916) 288-2209 or tom.knox@valleycan.org

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/22-fundingplanaqip2016-UCZRNgRpUW5VNgB5.docx>'

Original File Name: Valley CAN LCTP Funding Plan Comment Letter 6-20-16.docx

Date and Time Comment Was Submitted: 2016-06-20 14:23:25

No Duplicates.

## **Comment 21 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Thomas  
Last Name: Jelenic  
Email Address: [tjelenic@pmsaship.com](mailto:tjelenic@pmsaship.com)  
Affiliation: Pacific Merchant Shipping Association

Subject: Comments on FY 2016-17 LCTI/AQIP Funding Plan  
Comment:

See attached comment letter.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/23-fundingplanaqip2016-VTZRNlwvV2YKU1Ax.pdf>'

Original File Name: CARB AQIP Comment Letter - 20160620.pdf

Date and Time Comment Was Submitted: 2016-06-20 14:19:53

No Duplicates.

## **Comment 22 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Tim

Last Name: DeMoss

Email Address: [tdemoss@portla.org](mailto:tdemoss@portla.org)

Affiliation: Port of Los Angeles

Subject: Port of Los Angeles Comments on FY 2016-17 Low Carbon Transportation Investments  
Comment:

The attached document contains the City of Los Angeles Harbor Department's (also referred to as the Port of Los Angeles) comments on the California Air Resources Board's (ARB) FY 2016-2017 Funding Plan for the Low Carbon Transportation Investments and the Air Quality Improvement Program.

A hard copy has been mailed out today.

For questions regarding this document, please feel free to contact me by phone at (310)221-4782 or by email at [tdemoss@portla.org](mailto:tdemoss@portla.org).

Thank you,

Tim DeMoss

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/24-fundingplanaqip2016-ViZcNvY7VmRWDwFg.pdf>'

Original File Name: POLA AQIP Funding Comment Letter.pdf

Date and Time Comment Was Submitted: 2016-06-20 14:52:04

No Duplicates.

## **Comment 23 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Jimmy

Last Name: O'Dea

Email Address: [jodea@ucsusa.org](mailto:jodea@ucsusa.org)

Affiliation: Union of Concerned Scientists

Subject: UCS comments on FY16-17 Low Carbon Transportation and Fuels Investments and AQIP

Comment:

Greetings,

Please find our comments attached on the FY16-17 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program.

Warmest Regards,

Jimmy O'Dea, Ph.D.  
Vehicles Analyst, Clean Vehicles Program  
Union of Concerned Scientists  
500 12th St., Suite 340  
Oakland, CA 94607  
Office: (510) 809-1583  
[jodea@ucsusa.org](mailto:jodea@ucsusa.org)

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/25-fundingplanaqip2016-AHVRNFwuUFxXOwB1.pdf>'

Original File Name: UCS June 2016 AQIP-GGRF comments FINAL.pdf

Date and Time Comment Was Submitted: 2016-06-20 15:05:41

No Duplicates.

## **Comment 24 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Erin

Last Name: Evans-Fudem

Email Address: erin@capitoladvisors.org

Affiliation: Small School Districts' Association

Subject: Rural School Bus Replacement - Support

Comment:

Chair Nichols and Board Members,

The Small School Districts' Association (SSDA) is proud to support funding for rural school bus replacement, which would reduce exhaust generated by dirty, old buses. The exhaust from these buses negatively impacts the environment and students exposed to these fumes every day.

Small, disadvantaged school districts face many challenges. This funding increases the opportunity for these districts to join the state in leading the nation to reduce greenhouse gas emissions and protect students from dirty air.

We strongly support the \$10 million identified in the 2016-17 funding plan to replace buses currently exposing students to dirty school transportation while lowering emissions to protect the environment. Please feel free to contact me at (916) 204-6293 or erin@capitoladvisors.org if you have any questions.

Sincerely,

Erin Evans-Fudem  
Capitol Advisors Group

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/26-fundingplanaqip2016-AjJcbAYpUDEDNVR6.pdf>'

Original File Name: 06.20.16 - SSDA - ARB Rural School Bus Support Letter.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:07:14

No Duplicates.

## **Comment 25 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: ROBYN

Last Name: WAPNER

Email Address: ROBYN.WAPNER@SANDAG.ORG

Affiliation:

Subject: SANDAG Comments: Proposed FY 2016-17 Funding Plan for Low Carbon Transportation

Comment:

Please see the attached comments from the San Diego Association of Governments.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/27-fundingplanaqip2016-WyhSNQRrUWYLbFA3.pdf>'

Original File Name: SANDAG Comments - FY 2016 2017 Low Carbon Transportation Funding Plan.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:44:43

No Duplicates.

## **Comment 26 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Senator Connie

Last Name: Leyva

Email Address: peter.christensen@arb.ca.gov

Affiliation:

Subject: Comment Letter on Proposed Funding Plan

Comment:

See attached comment letter from Senator Connie Leyva.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/28-fundingplanaqip2016-UyldPgB3BwtQJQdk.pdf>'

Original File Name: ZEV School Buses (ARB Letter).pdf

Date and Time Comment Was Submitted: 2016-06-20 16:43:46

No Duplicates.

## **Comment 27 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Alisa

Last Name: Reinhardt

Email Address: areinhardt@cncda.org

Affiliation: California New Car Dealers Association

Subject: Comments to ARB's proposed 2016-17 funding plan for low carbon transportation and fuels

Comment:

Thank you for the opportunity to submit comments on ARB's proposed fiscal year 2016-17 funding plan for low carbon transportation and fuels investments and the Air Quality Improvement Program. Please see our attached letter.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/29-fundingplanaqip2016-AmRTPABvUWMDaQhX.pdf>'

Original File Name: FINAL CNCDA to CARB re 2016-17 proposed funding plan.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:13:57

No Duplicates.

## **Comment 28 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Thomas

Last Name: Lawson

Email Address: thomas@cngvc.org

Affiliation:

Subject: Comments on AQIP Funding plan 2016-2017

Comment:

Attached you will find a letter that relays our comments on the funding plan.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/30-fundingplanaqip2016-BWZUPFcxBCEBZABf.pdf>'

Original File Name: CNGVC comment letter on 2016-17 LCTFI and AQIP funding plan 6.20.16.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:51:25

No Duplicates.

## **Comment 29 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: lisa

Last Name: mcghee

Email Address: lisamcghee@aol.com

Affiliation: san diego airport parking co.

Subject: LCFS Funding for Commercial Electrification Infrastructure and ZEV Demonstration

Pilots

Comment:

Please see attached comments in response to Proposed Funding for 2016-2017.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/31-fundingplanaqip2016-BWYFbFY6AD5QMwhm.pdf>'

Original File Name: Comments by SDAP 6-20-16, LCFS 2016-17 Funding Plan.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:40:58

No Duplicates.

## **Comment 30 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Ryan

Last Name: Schuchard

Email Address: rschuchard@calstart.org

Affiliation: CALSTART

Subject: Proposed FY 2016-17 Funding Plan for Low Carbon Transportation and AQIP

Comment:

Please fund attached CALSTART's comments on the Air Resources Board's Draft FY 2016-17 Funding Plan for Low Carbon Transportation and Fuels Investments and Air Quality Improvement Program.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/32-fundingplanaqip2016-dFw4HwdoUGdQZm0d.pdf>'

Original File Name: CALSTART Comments for CARB Low Carbon Transportation and AQIP - June 20 2016.pdf

Date and Time Comment Was Submitted: 2016-06-20 16:49:54

No Duplicates.

## **Comment 31 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Shreyas

Last Name: Jatkar

Email Address: shreyas@ccair.org

Affiliation:

Subject: comments on funding plan for low carbon transportation program

Comment:

Our comment letter from multiple organizations is attached.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/33-fundingplanaqip2016-VDJcMwdoBDZROwBf.docx>'

Original File Name: FINAL Comment Letter - Proposed FY 2016-17 Funding Plan for Low Carbon Transportation - 6.20.2016.docx

Date and Time Comment Was Submitted: 2016-06-20 16:27:25

No Duplicates.

**Comment 32 for 2016-17 Funding Plan (fundingplanaqip2016) - Non-Reg.**

First Name: Tim

Last Name: Carmichael

Email Address: Non-web submitted comment

Affiliation: Southern California Gas Company

Subject: Funding Plan Comments

Comment:

See attached

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/34-fundingplanaqip2016-AGZWJVwzUGdRPgFv.pdf>'

Original File Name: Funding plan comments.pdf

Date and Time Comment Was Submitted: 2016-06-21 10:08:26

No Duplicates.

**Comment 1 for 2016-17 Funding Plan (fundingplanaqip2016). (At Hearing)**

First Name: Lauren

Last Name: Skiver

Email Address: Non-web submitted comment

Affiliation: Sunline

Subject: Funding Plan Comments

Comment:

See Attached

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/35-fundingplanaqip2016-VztSNVcjVHVXNALn.pdf>

Original File Name: Lauren Skiver 16-6-1.pdf

Date and Time Comment Was Submitted: 2016-06-24 09:44:00

No Duplicates.

**Comment 2 for 2016-17 Funding Plan (fundingplanaqip2016). (At Hearing)**

First Name: Steven P.

Last Name: Douglas

Email Address: Non-web submitted comment

Affiliation: Auto Alliance

Subject: Funding Plan Comments

Comment:

See Attached

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/36-fundingplanaqip2016-VyQCcFUxUXQKaQNt.pdf>

Original File Name: Steven Douglas 16-6-1.pdf

Date and Time Comment Was Submitted: 2016-06-24 09:44:00

No Duplicates.

**Comment 3 for 2016-17 Funding Plan (fundingplanaqip2016). (At Hearing)**

First Name: Eileen

Last Name: Tutt

Email Address: Non-web submitted comment

Affiliation: Cal ETC

Subject: Funding Plan Comments

Comment:

See Attached

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/37-fundingplanaqip2016-Wj9QPwNuVWNWNVU7.pdf>

Original File Name: Eileen Tutt 16-6-1.pdf

Date and Time Comment Was Submitted: 2016-06-24 09:44:00

No Duplicates.

**Comment 4 for 2016-17 Funding Plan (fundingplanaqip2016). (At Hearing)**

First Name: Edward

Last Name: Lovelace

Email Address: Non-web submitted comment

Affiliation: XL Hybrids

Subject: Funding Plan Comments

Comment:

See Attached

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/38-fundingplanaqip2016-UzYAYgRyVWcHc1A0.pdf>

Original File Name: Edward Lovelace 16-6-1.pdf

Date and Time Comment Was Submitted: 2016-06-24 09:44:00

No Duplicates.