

Comment 1 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Mike

Last Name: Bullock

Email Address: mike_bullock@earthlink.net

Affiliation:

Subject: Car Parking Policy Improvement

Comment:

Most California workers work where there is so-called "free parking". In fact, there is nothing "free" about this because providing this parking and charging nothing reduces the wages that can be paid to the workers. I have written a report detailing a plan to eliminate both the economic unfairness and the incentive to drive to work. It has a feature that protects those that drive to work everyday, so that they do not lose any money and in fact could "opt out" of the program.

From the report's introduction:

This paper describes a parking policy that distributes the benefit of parking to all employees, regardless of how often they choose to drive. It does this by

- Charging a fair price for the parking, per unit of time parked, and by
- Giving the total earnings (total parking-lot earnings) to the employees, such that each employee's share of the total parking-lot earnings is proportion to the time they spend at the work site served by the parking.

The following, additional, optional action would guarantee that no driver loses money under the policy:

- Adding a must-drive bonus to each driver's share of the parking-lot earnings, if it happened that their share of the parking-lot earnings is less than their parking-lot charge. This means that the employee's must-drive bonus would be equal to their parking-lot charge minus their share of the parking-lot earnings. If an employer decided to pay a must-drive bonus to its employees, it would be possible to allow employees to effectively "opt out" of the program so they would not need to be mailed the car-parking statements. The system would feel like "free parking" to them.

Would CARB be interested in viewing this report? Does CARB understand that reducing wages so that "free" parking can be provided is an economic discrimination to those that might not even own a car?

Thank you.

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

scoplan2030trnspt-ws-Wj8HbAd2AD8LYgV8.doc

Original File Name: EmployeeParkingReport5.doc

Date and Time Comment Was Submitted: 2016-09-14 09:12:42

No Duplicates.

Comment 2 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Mike

Last Name: Brady

Email Address: mjbrady@acm.org

Affiliation:

Subject: Climate Change ... land use and transportation

Comment:

So far (have only been watching for about 1/2 hour, admittedly), I'm seeing more of the same. Have you thought of anything new? Some considerations:

- 1) you focus entirely on central cities, in effect. Are you planning on declaring the single family home illegal? What about suburbs that are a sunk cost, and still very attractive for people. Note that most "affordable" housing in the current market isn't downtown - it's in the inner or middle-ring suburbs.
- 2) transit: what about the Uber phenomenon and self-driving cars? Frankly, Uber if used creatively could put the more marginal local transit lines out of business even now; with robo-cabs (to use an old sci-fi term which seems to be coming true) there would simply be no need for local transit any more. Yes, that could also put suburbs back on the map. Are you going to try to force Uber out of business?
- 3) building downtown: it's expensive to build downtown. Land cost is high, infrastructure and utilities are expensive to improve (and needs improvement in many places!), health and safety are actually not particularly good. So you don't find families there - it's a high-priced singles and such environment. You're not going to change that. Improving older areas near downtown sounds good, and is, but usually results in "gentrification" that drives out lower-income people - how do you propose to deal with that?

Will probably think of a few more things. But note: much of what you're talking about already happens where it makes economic sense. When was the last time you saw major new road capacity built? It's too expensive. But with continuing low fuel prices and increasing fuel economy there's more traffic (a well-performing economy is part of that) which will eventually force SOME new capacity.

If it's impossible to achieve GHG reductions without forcing people into tiny apartments and outlawing powered transportation, how is it that we're achieving the original AB32 goals without massive changes to the system?

Oh yes: increase the gas tax, stupid politicians. And your vision of the future is pretty dark unless you're a young urban professional with a good income.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-14 10:11:53

No Duplicates.

Comment 3 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Mike Bullock

Last Name: Bullock

Email Address: mike_bullock@earthlink.net

Affiliation:

Subject: Road Usage Charge Technical Advisory Committee

Comment:

Are you telling the RUC TAC that a Road Usage Charge Pricing and Payout System is needed that will stop subsidizing driving by having the feature of full-cost pricing? It must also protect the economic interests of low income drivers. I have attached a letter that covers much of what is needed in a Road Usage Charge Pricing and Payout System.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/3-scoplan2030trnspt-ws-UyFWNVUmVnBQNVQL.docx>

Original File Name: ReRUC_Sept16_2016Meeting.docx

Date and Time Comment Was Submitted: 2016-09-14 09:58:22

No Duplicates.

Comment 4 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Troy

Last Name: Hightower

Email Address: tdhpublic@yahoo.com

Affiliation:

Subject: Improve Emissions and VMT Models

Comment:

Hello,

Please consider improving models such as CalEEmod, their sensitivity and input data. Especially in rural areas.

TDH

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-14 10:54:19

No Duplicates.

Comment 5 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Ian

Last Name: Peterson

Email Address: Reiss08@gmail.com

Affiliation: Law Student

Subject: Aligning Local and State Climate-Oriented Efforts

Comment:

Beyond SB 375, I'd appreciate to hear about the panel's perspective on local climate action planning in the context of consistency with the SB 32 GHG reduction goal. In particular, what cities and counties should consider when updating their local reduction targets in light of the 2030 goal?

For example, - new methodologies to measure transportation emissions, additional emission sectors, estimating achieved and future reductions from state efforts, scaling those state efforts to an estimated local effect.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-14 11:18:43

No Duplicates.

Comment 6 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Mike

Last Name: Bullock

Email Address: mike_bullock@earthlink.net

Affiliation:

Subject: Improved Methods to Pay for Parking at Work

Comment:

Currently, employees often pay for car parking, not in proportion to use, but rather by having a reduced wage.

Would CARB support the funding of a demonstration project, to develop hardware, software, and statement mail-outs that would operate employee parking for the financial gain of all employees, by including the following features:

- 1.) charge a value-based price, per minute of parking use (RFID on the car with the RFID tied to an employee account)
- 2.) earnings divided up between the employees so that they are proportional to time spent at the work site served by the parking
- 3.) a "must drive bonus" or "add in" so that no employee loses money under the program?

Note that the development and installation could be paid for by the GGRF. The "must drive bonus" or "add in" could also be funded by the GGRF.

Would CARB support this?

Thanks,

Mike

Attachment:

Original File Name: EmployeeParkingReport5.doc

Date and Time Comment Was Submitted: 2016-09-14 11:12:09

No Duplicates.

Comment 7 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Jack

Last Name: Fleck

Email Address: lucerofleck@gmail.com

Affiliation: 350 Bay Area

Subject: implementation of SB32 goals

Comment:

Question: What do you foresee as the role of the Metropolitan Planning Organizations in the achievement of the 40% GHG reduction by 2030?

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-14 14:13:10

No Duplicates.

Comment 8 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Michael

Last Name: Keating

Email Address: michael@scoot.co

Affiliation: Founder & CEO, Scoot Networks

Subject: Parking preference for shared and electric vehicles and thinking outside the car
Comment:

To the Air Resources Board,

After reviewing the presentations and materials from Wednesday's workshop, I have a few comments:

First, thank you for helping to make California a leader in reducing emissions from transportation and creating jobs in low-and zero-emission transportation.

Second, I believe the power of parking policy to shift transportation demand and behavior is underestimated in workshop materials. When California began allowing electric vehicles in HOV lanes, electric vehicle sales spiked. If California cities gave preference in parking to electric vehicles and shared vehicles, sales and use of such vehicles would increase radically and combustion-powered VMT would drop noticeably. Parking is a very touchy subject, especially in cities where there isn't enough of it, and much parking policy is decided locally, but the state should encourage preferential parking for electric and shared vehicles in whatever ways it can. By preference I mean exemption from time limits and/or exemption from parking meter fees.

Third, I was sorry to see no mention of electric vehicles smaller than cars in the workshop materials. For local trips (which are the majority or all trip and all VMT), electric bikes, electric mopeds, electric motorcycles, and neighborhood electric vehicles are viable, and in many cases superior, substitutes for car trips. To date the State has offered little support for the purchase, use, or sharing of such vehicles. This is a pity because a dollar of subsidy goes much further when spent on a light electric vehicle than when spent on a Tesla. Light electric vehicles could grow much more quickly as a share of the State's transportation mix than will electric cars with the same level of subsidy. Just as importantly, a subsidized Tesla is still only affordable to the rich, but a subsidize light electric vehicle is affordable to almost anyone, especially if it can be shared as part of a service like Scoot.

Scoot is the largest private electric transportation service in the US, with over 500 vehicles in San Francisco and tens of the thousands of riders. We are adding 150+ American-made electric mopeds to our fleet every month. It costs only \$3 to rent a scoot for a one-way ride in San Francisco, and scooting is the fastest way to get around the city, even though the scoots are capped at 30 MPH to allow them to be ridden by people without a motorcycle license. Most Scoot riders have their first experience of electric vehicles

with Scoot (most have never and likely will never see the inside of a Tesla). Most are transit riders who use Scoot as a last mile solution or a way to get places when they are in a hurry and can't afford to hire a taxi or Uber. We employ 45 people full time, including many, such as some of our mechanics, without a bachelors degree.

Scoot has never received any incentive, grant, tax credit or other financial support from any agency of the State of California. We wish we could be a part of the State's solutions to climate change, but we will never offer cars to our customers, so for now, it seems we are not a part of the plan.

Respectfully,

Michael Keating
Founder & CEO
Scoot Networks

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-16 10:58:55

No Duplicates.

Comment 9 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Sherman

Last Name: Lewis

Email Address: sherman@csu Hayward.us

Affiliation:

Subject: comment on Vibrant Communities and Landscapes

Comment:

I found this paper to be nice but mostly too vague to be meaningful. I could not find a single controversial statement. I found nothing that would help me here in Hayward to advance state goals.

Much of it looks like a process for deciding a framework for deciding how to decide. The AHSC Guidelines are way ahead of this.

I'm attaching my comments on a project here in Hayward. The reality I am dealing with is an excellent General Plan the City is doing the opposite of.

I don't think you can do anything to help me down here at the grass roots. I'll be grateful if someone has time to read and understand what I am saying.

--

Sherman Lewis
Academic Senator for Emeriti
Professor Emeritus, CSU Hayward
President, Hayward Area Planning Association
www.bayviewvillage.us
510-538-3692 sherman@csu Hayward.us
2787 Hillcrest Ave. Hayward CA 94542

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/9-scoplan2030trnspt-ws-VDcCalc7VmgEZwdp.docx>

Original File Name: Comments on Initial Study.docx

Date and Time Comment Was Submitted: 2016-09-17 14:02:38

No Duplicates.

Comment 10 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Sherman

Last Name: Lewis

Email Address: sherman@csu Hayward.us

Affiliation: Hayward Area Planning Association

Subject: Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce

Comment:

Comment re: "updates to the CEQA Guidelines...VMT-reducing measures." I attach a document that will hopefully contribute to this process.

The State also should consider helping answer:

1. How well do neighborhood parking permit programs control excess parking demand? What is the role of enforcement, cost, and not issuing too many permits? Can they deal with overflow created by unbundling? I need a specific example to deal with my NIMBY friends.
2. How much money is being wasted in the form of unused parking forced by zoning requirements? TransForm has done amazing work on affordable housing projects in the Bay area--millions of \$\$ wasted.
3. Can the psychology of persuasion used by Berkeley with merchants work elsewhere to get support for market parking charges?
4. Can the state develop expertise in pro formas and Fannie Mae/HUD/FHA multi-family lending and underwriting and tax credit financing rules to advise cities so they are not blackmailed by developers?
5. Can the state take the next step to advance the MTC VPP project with model ordinances to manage unbundling, commercial parking, and neighborhood parking, and publicize where the combination is a success.
6. Would the State develop guidance on a range of Green Mobility and how they work together to reduce drive-alone?

It is environmentally incorrect to accept excessive population growth. It is correct to support improving the status of women, even in poor countries, and growing the economy with productivity and income gains, not more cheap labor. You are trying to achieve sustainability within a flawed hyper-growth model.

TOD fails if it allows bundling; it must include unbundling and reinforcing Green Mobility policies.

You need an operation definition for "viable transportation alternatives." Example: A grocery store within 15 minute travel time; quality transit to centers within a 10 minute walk.

You need to discuss kids from low income communities who are away at college and struggling financially.

Transportation pricing! great! Two clues: Look at the social

process of getting acceptance where there has been success. Look at baby steps like a block of easy-pay market charge parking with signage to free parking nearby.

Can you find centers that have some base of car access but have increased non-auto access and not used subsidized parking structures?

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/10-scoplan2030trnspt-ws-VzQAaVc7UmwDYFM9.docx>

Original File Name: Comments on Initial Study.docx

Date and Time Comment Was Submitted: 2016-09-17 14:22:47

No Duplicates.

Comment 11 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Sherman

Last Name: Lewis

Email Address: sherman@csu Hayward.us

Affiliation: Hayward Area Planning Association

Subject: Potetnial VMT measures

Comment:

I'm not up to zipping, so you get another message to slip my attachment to you.
[try #2. first said failed to upload]

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/12-scoplan2030trnspt-ws-VSIFYgNuWWEcbQVr.docx>

Original File Name: Walking Oriented Development.docx

Date and Time Comment Was Submitted: 2016-09-17 14:53:19

No Duplicates.

Comment 12 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Mike

Last Name: Sandler

Email Address: mike@carbonshare.org

Affiliation: Carbon Share

Subject: Cap & Dividend

Comment:

Please see the attached comments on how to improve the program in its next phase, and perhaps gain supporters for the program's extension, by decreasing subsidies to the fossil fuel industry, and depoliticizing the way funds are used by moving the funding for environmental programs into the regular budget process and returning Cap & Trade revenues back to people as climate dividends.

-Mike Sandler

www.carbonshare.org

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/13-scoplan2030trnspt-ws-BmVXPgNvWWcDYABu.pdf>

Original File Name: CommenttoARB9-17-16Sandler.pdf

Date and Time Comment Was Submitted: 2016-09-17 19:18:22

No Duplicates.

Comment 13 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Steve

Last Name: Birdlebough

Email Address: AFFIRM@FRIENDSHOUSE.ORG

Affiliation:

Subject: The Tradition of Free Parking for Employees is a Major Hurdle

Comment:

According to the attached VA-Tech Study, Free car parking alone is associated with a 96.6 percent probability to drive alone to work—an increase of about 20 percentage points compared to when no benefits are provided. The simultaneous provision of free car parking, public transportation benefits, and bike/walk benefits is associated with an 86.8 percent probability of driving, an increase of about 10 percentages points compared to the probability when no benefits are provided. In general, the combination of free car parking with the other benefit categories is associated with an increased probability of driving alone to work.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/14-scoplan2030trnspt-ws-AHYHdVM3VGRSPAZZ.pdf>

Original File Name: VTech Parking Cost & Commute Modes 2014 analysis DC Area.pdf

Date and Time Comment Was Submitted: 2016-09-24 19:04:47

No Duplicates.

Comment 14 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Judy

Last Name: Robinson

Email Address: Robinsonju@saccounty.net

Affiliation:

Subject: Comments on Scoping Plan Public Workshop

Comment:

Thank you for the opportunity to comment on the workshop. My comments are attached. Contained in them are 3 documents: 1. is a letter discussing the workshop presentation, 2. Is a white paper written in 2014 regarding waste hauling and VMT and 3. is the Vibrant Communities & Landscapes Vision 2050 document with comments in track changes. Please let me know if you have further questions.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/15-scoplan2030trnspt-ws-AWJTOgZqUW9QMwZo.docx>

Original File Name: Comment letter on 2030 Scoping Plan Transportation Wkshop 9-26-16.docx

Date and Time Comment Was Submitted: 2016-09-26 11:56:28

No Duplicates.

Comment 15 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: David

Last Name: Schonbrunn

Email Address: David@Schonbrunn.org

Affiliation: TRANSDEF

Subject: VMT-Reduction Strategy Comments

Comment:

See attached file.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/16-scoplan2030trnspt-ws-W2IRZwAwA2ZSC1Ug.pdf>

Original File Name: 2016 Update comment letter.pdf

Date and Time Comment Was Submitted: 2016-09-26 12:53:24

No Duplicates.

Comment 16 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Matt

Last Name: Regan

Email Address: mregan@bayareacouncil.org

Affiliation: Bay Area Council

Subject: VMT reduction whitepaper

Comment:

Find attached a link to an opinion piece published by the Sacramento Bee and Fresno Bee in 2014 regarding VMT reduction.

<http://www.sacbee.com/opinion/op-ed/soapbox/article6712986.html>

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-26 13:35:29

No Duplicates.

Comment 17 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: David

Last Name: Schonbrunn

Email Address: David@Schonbrunn.org

Affiliation: TRANSDEF

Subject: VMT-Reduction Strategy Comments

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/18-scoplan2030trnspt-ws-VmRRZwExB2JQCVMm.pdf>

Original File Name: 2016 Update comment letter.pdf

Date and Time Comment Was Submitted: 2016-09-27 10:55:41

No Duplicates.

Comment 18 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Willare

Last Name: Richards

Email Address: Willard@sonic.net

Affiliation: Transportation & Land-Use Coalition

Subject: 2030 Target Scoping Plan Update

Comment:

The attached letter from four organizations in Sonoma County requests consideration of eight recommendations to make the plan for reduction of VMT and sustainable community strategies successful.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/19-scoplan2030trnspt-ws-UjNRM1Y0UFxRMIQg.pdf>

Original File Name: ADC et al Ltr -- ARB Scoping 2016-09-27.pdf

Date and Time Comment Was Submitted: 2016-09-27 14:47:17

No Duplicates.

Comment 19 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Victor

Last Name: Bogaard III

Email Address: chip@bogardconstruction.com

Affiliation: AGC

Subject: AB 32

Comment:

I am writing regarding the agencies recent issuance of two policies, Vibrant Communities and the Discussion Document around Vehicle Miles Travelled. With the introduction of both on September 14, 2016, there has been a very short window for the review and public comment periods.

With significant impacts to several different industries stemming from the visions, strategies and actions included in the white paper documents, it is crucial that the public is given the opportunity to review the said forth policies.

At this time, I am requesting an extension for public comment to be made as the timing of these releases are less than transparent, especially because the Legislature is currently on recess and a minimal two-week window of time was provided. I urge the agencies to reach out to engage both the public and legislature, and follow the fair and normal rule making processes.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-27 16:35:18

33 Duplicates.

Comment 20 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Joshua
Last Name: Hugg
Email Address: jhugg@openspace.org
Affiliation: Midpeninsula Regional Open Space District

Subject: 2030 Target Scoping Plan Update Comments
Comment:

To whom it may concern:

Thank you for the opportunity to provide brief comments to your AB 32 Scoping Plan update.

I would like to encourage you to continue to pursue the idea put forth in your workshop document "Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)," which suggested:

"Encouraging regional Transfer of Development Rights programs to allow owners of natural and working lands to sell their development rights to developers who can use those rights to add additional density to development projects in preferred infill areas"

For the Midpeninsula Regional Open Space District, which holds over 62,000 acres of open space - including agriculture holdings - in and around Silicon Valley, this might provide a win-win opportunity to promote appropriate density in sustainable, transit-accessible areas and potentially generate funds for us to acquire and preserve more open space land, as well as enhance our conservation efforts.

We look forward to working with you as we continue to pursue our vital greenhouse reduction goals.

Thank you for your consideration.

Sincerely,

Joshua Hugg
Legislative/External Affairs Specialist
Midpeninsula Regional Open Space District

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-27 18:10:50

No Duplicates.

Comment 21 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Zach

Last Name: McClellan

Email Address: zmccllellan@ferrovial.us

Affiliation:

Subject: Vibrant Communities and Vehicle Miles Travelled

Comment:

I am writing regarding the agencies recent issuance of two policies, Vibrant Communities and the Discussion Document around Vehicle Miles Traveled. With the introduction of both on September 14, 2016, there has been a very short window for the review and public comment periods.

With significant impacts to several different industries stemming from the visions, strategies and actions included in the white paper documents, it is crucial that the public is given the opportunity to review the said forth policies.

At this time, I am requesting an extension for public comment to be made as the timing of these releases are less than transparent, especially because the Legislature is currently on recess and a minimal two-week window of time was provided. I urge the agencies to reach out to engage both the public and legislature, and follow the fair and normal rule making processes.

Thank you for your consideration.

Zach

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-28 06:25:16

No Duplicates.

Comment 22 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: John

Last Name: Williams

Email Address: john.williams@impactinfrastructure.com

Affiliation:

Subject: Automatically calculating "the bottom line for sustainable design"

Comment:

Transportation projects must compete for scarce financing and convince stakeholders of maximum financial and societal returns. But the valuation is complex and often incomplete. Significant elements of public value are discounted, not quantified, or overlooked. For example, the effects on public health to low-income transit-adjacent neighborhoods, the societal costs of local and global air pollutants, transportation time savings, reliability, increased transportation safety, job and tourism generation benefits, and/or increased recreational and property value, are often not factored in or are left to subjective evaluation. This makes impartial comparisons of greener or more community-oriented projects with traditional projects an exercise in comparing apples with kumquats.

California's transportation projects - and other infrastructure such as water and buildings -- would benefit from a collaborative, transparent and rapid solution to prepare analyses and reporting of "triple bottom line" values - economic, social and environmental costs and benefits built into the design process.

Custom economic and risk-assessment studies that are meant to resolve this complexity are available from large engineering consultancies but are very expensive and tend to be one-off efforts that end up having little relationship to what is ultimately built.

As of last year, that had changed. This type of analysis is now automated in the form of cloud-based software which dramatically reducing the price by a factor of 95%; makes the analysis accessible to non-experts; and is far more likely to influence the ultimate (by allowing for real-time iteration) design rather than simply languish on a shelf in the design team's meeting room. The tool - named Autocase and built by a team of expert economists at the mission-driven firm Impact Infrastructure - is available for free in spreadsheet form or commercially at \$2k/year for an unlimited number of projects. Autocase is agnostic as to which software tools are already being used on a given project, so can plug into any design or engineering process. The tool is designed for utmost transparency in assumptions, including an extensive bibliography of the research literature it draws upon to provide default data fields. Lastly, it can be utilized at the very early stages of conceptual planning through detailed design and even into operations and it can handle - or be customized to handle -- different types of infrastructure projects, meaning the State of California could recommend its use across the transportation,

buildings, and wet infrastructure sectors.

Critically, non-expert users such as the general public can interpret the results, or even run analyses themselves, without extensive training. This would be a powerful complement to the State of California Treasurer's groundbreaking "Debt Watch" online tool for tracking public debt issuances, and a key tool in achieving Treasurer John Chiang's goal to prioritize "transformational investments, such as boosting energy efficiency in commercial buildings, installing electric vehicle charging stations".

Lastly, by quantifying the full value of transportation and other infrastructure projects in risk-adjusted dollar terms - the vernacular of investors - California would unlock the trillions of dollars in private and institutional capital currently hesitant to invest in infrastructure. This would be the biggest step imaginable towards addressing the State's \$294 billion gap in transportation.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/49-scoplan2030trnspt-ws-UTgFbQdyUXBWP1MM.pdf>

Original File Name: Intro to AutoCASE.pdf

Date and Time Comment Was Submitted: 2016-09-28 09:25:43

No Duplicates.

Comment 23 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Joshua

Last Name: Hanthorn

Email Address: jhanthorn@defenders.org

Affiliation: Defenders of Wildlife

Subject: 2030 Transportation and Land Use Target Scoping Plan Comments

Comment:

Please see attached Defenders of Wildlife comments for the 2030 Transportation and Land Use Scoping Plan. Thank you!

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/51-scoplan2030trnspt-ws-Wz8Ca10rU18BNVBg.pdf>

Original File Name: DoW 2030 CARB Scoping Plan Transportation Sector.pdf

Date and Time Comment Was Submitted: 2016-09-28 09:35:14

No Duplicates.

Comment 24 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Ken

Last Name: Payne

Email Address: ken.payne@edcgov.us

Affiliation: El Dorado County Water Agency

Subject: 2030 Target Scoping Plan Update: Transportation Sector

Comment:

Please see attached comment letter from the El Dorado County Water Agency.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/58-scoplan2030trnspt-ws-UTQAYIQ2UXVXMFQL.pdf>

Original File Name: EDCWA Comment Ltr - AB32 Scoping Plan - Transportation.pdf

Date and Time Comment Was Submitted: 2016-09-28 13:25:56

No Duplicates.

Comment 25 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: jason

Last Name: rhine

Email Address: jrhine@cacities.org

Affiliation:

Subject: Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update

Comment:

Please see attached comment letter.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/59-scoplan2030trnspt-ws-U2EBNwc3UDUEXQlo.docx>

Original File Name: 2016 ARB Scoping Plan Update - Workshop 9 28 16 EAS.docx

Date and Time Comment Was Submitted: 2016-09-28 13:38:37

No Duplicates.

Comment 26 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Ryan
Last Name: Kenny
Email Address: ryan.kenny@cleanenergyfuels.com
Affiliation: Clean Energy

Subject: Comments Re: 2030 Target Scoping Plan Update
Comment:

Please find attached a letter from Clean Energy commenting on the 2030 Target Scoping Plan Update.

Thank you.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/60-scoplan2030trnspt-ws-AWJVPwZpUWcDWIMw.pdf>

Original File Name: CLNE Comments 2030 Scoping Plan September 2016.pdf

Date and Time Comment Was Submitted: 2016-09-28 14:37:01

No Duplicates.

Comment 27 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Jennifer

Last Name: Morris

Email Address: jhmmorris@semprautilities.com

Affiliation: SoCalGas

Subject: SoCalGas and SDG&E Comments on Transportation Sector Workshop
Comment:

Please find attached SoCalGas and SDG&E comments on the Transportation Workshop.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/61-scoplan2030trnspt-ws-UyBVMFM1V1sFcAhs.pdf>

Original File Name: SCG_SDGE ARB Transportation Workshop Comment Letter 9-28-16
Final package.pdf

Date and Time Comment Was Submitted: 2016-09-28 15:25:29

No Duplicates.

Comment 28 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Julia

Last Name: Levin

Email Address: jlevin@bioenergyca.org

Affiliation: Bioenergy Association of California

Subject: BAC Comments on Transportation Sector in 2030 Scoping Plan Update

Comment:

Attached please find BAC's Comments on the 2030 Scoping Plan Update for the Transportation Sector.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/62-scoplan2030trnspt-ws-UjBXMFEzVFhXMlc4.pdf>

Original File Name: BAC Comments on 2030 SP Update (Transportation).pdf

Date and Time Comment Was Submitted: 2016-09-28 15:52:14

No Duplicates.

Comment 29 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Ryan

Last Name: Schuchard

Email Address: rschuchard@calstart.org

Affiliation: CALSTART

Subject: Comments on Scoping Plan / Transportation Workshop

Comment:

Please find CALSTART's comments on the Scoping Plan / Transportation Workshop attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/63-scoplan2030trnspt-ws-B2RXMFA9AyNVJwRl.pdf>

Original File Name: CALSTART Comments on ARB Scoping Plan Transportation Workshop.pdf

Date and Time Comment Was Submitted: 2016-09-28 15:56:53

No Duplicates.

Comment 30 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Johannes
Last Name: Escudero
Email Address: info@rngcoalition.com
Affiliation: Coalition for Renewable Natural Gas

Subject: RNG Coalition Comments on the Transportation Sector to Inform the 2030 Target Scoping Plan

Comment:

Please find attached comments by the Coalition for Renewable Natural Gas.

We strongly support the state's environmental and public health goals including those contained in SB 32, which codifies Governor Brown's Executive Order B-30-15, to reduce greenhouse gas emissions to 40% below the 1990 level by 2030.

Our industry Coalition looks forward to continue working with the ARB to further improve upon the final 2030 Target Scoping Plan document to be later considered by the agency's Governing Board.

Johannes Escudero
CEO & Executive Director
Coalition for Renewable Natural Gas

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/64-scoplan2030trnspt-ws-WihdNQBmWVUHYIM8.pdf>

Original File Name: RNG Coalition Comments 2030 Target Scoping Plan & Biofuels Module 092816.pdf

Date and Time Comment Was Submitted: 2016-09-28 15:53:58

No Duplicates.

Comment 31 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Jonathan

Last Name: Herrera

Email Address: jonathan@vica.com

Affiliation: Valley Industry & Commerce Association

Subject: Executive Order to Reduce Greenhouse Gases 80% by 2050 - OPPOSE

Comment:

Dear California Air Resources Board,

The Valley Industry and Commerce Association (VICA) opposes the current policy proposition to reduce California's Greenhouse Gas (GHG) emissions 80 percent below 1990 levels by the year 2050. Such a policy overrides the legislative process and jeopardizes critical voter approved infrastructure projects in the state.

This drastic reduction in GHG emissions is unnecessary for California, a state that contributes less than 1 percent of global GHG emissions. While this policy will have a negligible effect on climate change, it will prove to have catastrophic effects on local businesses and development projects. These GHG reductions will create major new constraints on the land use planning and approval authority of local elected leaders and voters. Implementing such a policy will increase litigation risks, costs and delays of projects. The impact of this policy will be extended to all Californians by eliminating quality jobs, increase housing prices and upsurge traffic congestion.

There are voter approved transportation and land use projects which comply with current emission requirements that will be thwarted under these new reduction levels. The state has an obligation to spend taxpayer money where voters approve their investments to go. California is in much need of improvements to transportation infrastructure and is still suffering a housing shortage. Implementing these proposals after the close of the Legislative session foretells that no agency intends to disclose or seek input on these radical new policy proposals from any elected member of the Legislature.

Such extreme climate policies affecting the lives of every Californian deserve the proper legislative review process. It is therefore imperative that this harmful policy and its subsequent priorities to expand burdensome California Environmental Quality Act (CEQA) regulations are withdrawn.

Sincerely,

Kevin Tamaki

Stuart Waldman

VICA Chairman VICA President

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/65-scoplan2030trnspt-ws-AGUCfAZiWGgHdA19.pdf>

Original File Name: Executive Order to Reduce Greenhouse Gases 80% by 2050 - VICA OPPOSE.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:08:16

No Duplicates.

Comment 32 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Katherine

Last Name: Jones

Email Address: katherine.jones@tpl.org

Affiliation: The Trust for Public Land

Subject: Vibrant Communities and Strategies to Reduce VMT comments

Comment:

Thank you for the opportunity to submit our comments on the Vibrant Communities and Landscapes Vision and the Strategies to Advance Sustainable, Equitable Communities and Reduce VMT. See letters, attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/66-scoplan2030trnspt-ws-UmBUYlxsUTQEXQk5.zip>

Original File Name: 2016_0927_TPL Comment Letters- Potential Strategies to Advance Reduction in VMT and Land Use Vision_FINAL.zip

Date and Time Comment Was Submitted: 2016-09-28 16:08:10

No Duplicates.

Comment 33 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Wesley

Last Name: May

Email Address: wfmay3@gmail.com

Affiliation: Engineering Contractors' Association

Subject: Vibrant communities and Landscapes

Comment:

Re: Public Comment on Vibrant Communities and Landscapes

The Engineering Contractors' Association respectfully submits the following comments on the draft state agency vision statement entitled Vibrant Communities and Landscapes.

We recognize that as a "vision statement" that this document has no legally binding authority, but is more in the nature of a trial balloon to express the state's approach to climate change under the vision of Governor Brown and his allies in the environmental movement in our state.

We want to assure you, the governor, the various state employees and the invited environmentalists who drafted this policy plan that we are in favor of a balanced approach to safeguarding the future growth, prosperity and health of all Californians, current and future.

Unfortunately, balance is the key ingredient missing from the prescriptions outlined in the list of "Actions" proposed. While vigorously espousing concern for socio-economic equity for communities it would destroy the dream of the residents of those places to own a home of their own, with a command and control approach to in-fill housing that would condemn them to Soviet-style apartment blocks.

For those Californians already occupying the 6, 883, 493(1) single-family homes in our state, this vision would condemn them to an eternity trapped on our freeways under the "road diet" plan expressed in the referenced companion "discussion document" on vehicle miles traveled(2) which is the backbone of your comments regarding transportation.

For the three million Californians over the age of 65(3), among the fastest growing segments of our population, you offer a prescription of "active transportation,"—walking or bicycling—to meet their needs for food and medical care, not to mention trips to friends, family or other venues, not a very golden age prospect.

The "vision statement" lacks any supporting documentation to demonstrate the efficacy of the policy prescriptions that it outlines, not to mention the alleged "benefits" that make up a fourth of the ideas expressed in the paper. We have to assume that you have at least some of this material, but since there was no public input to the plan, other than that from the "invited" environmentalists, which is a critical failing in the state's approach in this document.

Oddly enough, California state government action is still a democratically controlled effort and the rule of law still applies.

Based on that, visionary assertions such as the goal of an 80 percent reduction in greenhouse gas emissions by 2050 are not

official state policy, other than from executive orders issued by the current governor, which can be repealed by a future governor. The current state legislature has specifically recoiled from such an extreme measure, making sure it was not contained in the recently passed SB 32.

We are confident that the eight-agency approach to regulatory control expressed in your vision statement will be recalled and retooled, opened to public scrutiny and participation and brought before the Legislature before it is enacted. Then, the full process of the state's Administrative Procedures Act can be brought to bear, complete with full Brown Act compliance so that no more backroom bureaucratic deals will be struck with favored constituencies.

Balance between the goals expressed in the rough draft Vibrant Communities and Landscapes and the real needs of California and its citizens will be a paramount consideration. We recommend the following.

1. Immediate withdrawal of the proposed policies, including a companion policy issued earlier this year to expand the California Environmental Quality Act (CEQA) to impose a statewide "road diet" and make the act of driving one mile in a car or pickup truck an adverse new environmental impact.
2. A commitment to obtain Legislative authorization prior to taking any agency action in furtherance of the non-statutory 80% GHG reduction target in any sector.
3. A commitment to engage in formal rulemaking prior to proposing or adopting any plan, policy, or regulation that modifies existing regional GHG reduction targets established under SB 375 in the land use and transportation sectors.
4. A commitment to use all available state resources and authority to timely complete transportation and infrastructure improvement projects approved by California voters, and transportation and land use plans and policies approved by local and regional agencies, that are consistent with the state's approved SB 375 GHG reduction targets and Sustainable Communities Strategies, and to refrain from applying any new state policy, plan or regulation that would increase costs or otherwise increase regulatory obligations, burdens or risks on these voter-approved and SB 375 compliant projects.
5. A commitment to fully disclose and analyze the social, equity, economic, employment, and global (not just California) GHG consequences, to complete a comprehensive environmental impact report under CEQA, and to seek express Legislative authorization, prior to taking any action to modify any regional SB 375 targets or otherwise adopting any policy, plan or regulation that would increase the compliance costs, litigation risk, or cause any further delay, in the implementation of SB 375-plan compliant projects, policies and plans.

Sincerely,

Wesley F. May
Executive Director
Engineering Contractors' Association
2190 S. Towne Centre Place Ste. 310
Anaheim, CA 92806

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/67-scoplan2030trnspt-ws-UyVcM1U2ByYHYAJs.pdf>

Original File Name: Vibrant Communities Landscapes - Public Comments.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:09:37

No Duplicates.

Comment 34 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Chanell

Last Name: Fletcher

Email Address: chanell@climateplanca.org

Affiliation: ClimatePlan

Subject: ClimatePlan and partners comment letter on ARB draft scoping plan documents

Comment:

Attached are comments from ClimatePlan and its partners in reference to the draft Air Resources Board scoping plan documents regarding transportation and land use.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/68-scoplan2030trnspt-ws-BmAGaQFuAzFQOIMy.pdf>

Original File Name: FinalARBScopingPlanCommentLetter 9-28.pdf

Date and Time Comment Was Submitted: 2016-09-28 15:54:21

No Duplicates.

Comment 35 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Linda

Last Name: Rudolph

Email Address: linda.rudolph@phi.org

Affiliation: Public Health Institute

Subject: VMT reduction, active transportation, and green space in infill development

Comment:

We thank you for your leadership in working to meet SB32 greenhouse gas emission targets. We appreciate the multi-faceted approach in the 2030 scoping plan documents, and the opportunity to comment thereon. We are very supportive of the vision and strategies presented in both the "Vibrant Communities and Landscapes" and "Potential state-Level Strategies to Advance Sustainable, Equitable Communities and Reduce VMT" documents. We offer these few comments in addition to those submitted on behalf of a broad coalition of equity, environmental, and health organizations, to which we are signatories and strongly endorse.

1. While the documents acknowledge the importance of health co-benefits from active transport, there is no mechanism to explicitly prioritize transportation or other GHGE reduction investments based on the efficacy of strategies to generate health co-benefits (and related health care cost savings). Multiple published studies suggest that the health co-benefits of active transportation are likely to be orders of magnitude greater than those of any other strategy to reduce GHGE in the transportation sector. These health co-benefits will only be achieved if there is an explicit strategy to induce demand for mode switching from motorized to non-motorized travel.

We also need to ensure that walking and bicycling is safe to prevent any increase in pedestrian/bicyclist injuries. We encourage you to consider inclusion of strategies beyond careful design of safe active transportation infrastructure, such as reduced speed limits - "twenty [mph] is plenty". Additionally, as climate change causes rising temperatures, we need to consider infrastructure issues that make it more feasible for people to walk and bike when it is hot - such as shading and cool pavements.

2. We are concerned that the issue of green space (including trees, parks, gardens, urban agriculture, water features, and other green and natural spaces) in the context of infill development has received inadequate attention. It is very important that green space be integrated into infill development at both the project and neighborhood level, so that green space is accessible to all residents, including those who have traditionally been under-served by green spaces. Community green spaces should be prioritized over private green spaces, in order to promote equity to achieve the additional social and health benefits that these spaces provide.

Rising temperatures are increasing urban heat islands and related

heat illness risks. Urban greening is a key strategy to reduce the risks of urban heat islands. Green spaces buffer noise, offer shade, trap particulates and other airborne pollutants, filter groundwater, and reduce stormwater runoff. Access to nature has been associated with higher levels of outdoor physical activity, restoration from stress, a greater sense of well-being, greater social capital, and lower levels of all-cause mortality.

We encourage you to identify ways to incentivize inclusion of community green space in all infill developments, to ensure the associated health benefits.

Thank you again for the opportunity to comment.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-28 16:19:10

No Duplicates.

Comment 36 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Steve

Last Name: PonTell

Email Address: spontell@nationalcore.org

Affiliation: National Community Renaissance

Subject: Comment Letter

Comment:

Please see attached letter.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/70-scoplan2030trnspt-ws-VzlcO1wpBT9QOVA+.pdf>

Original File Name: National CORE Comment Letter on Proposed State Land Use Policies.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:28:59

No Duplicates.

Comment 37 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Andrew T.

Last Name: Chesley

Email Address: anderson@sjcog.org

Affiliation: San Joaquin Council of Governments

Subject: Comments on Transportation in the 2030 Scoping Plan Workshop

Comment:

Comment letter on Transportation in the 2030 Scoping Plan Workshop is attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/71-scoplan2030trnspt-ws-VzsGZV0oV3AGZQNx.pdf>

Original File Name: Letter for Transportation in the Scoping Plan Workshop_Signed.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:40:13

No Duplicates.

Comment 38 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Thomas

Last Name: Jelenic

Email Address: tjelenic@pmsaship.com

Affiliation: Pacific Merchant Shipping Association

Subject: Comments on the Draft Vibrant Communities and Landscapes White Paper

Comment:

Please see attached comment letter.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/72-scoplan2030trnspt-ws-UyMAa1IgUGIKUwVp.pdf>

Original File Name: PMSA Land Use Comment Letter 09282016.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:34:32

No Duplicates.

Comment 39 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Clayton

Last Name: Miller

Email Address: cmiller@sccaweb.org

Affiliation: SCCA

Subject: Vibrant Communities and Landscapes

Comment:

On behalf of the Southern California Contractors Association please find attached comments on the Draft Vibrant Communities and Landscape document dated September 2016.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/73-scoplan2030trnspt-ws-AHNRNFMxUmBQCQNg.pdf>

Original File Name: SCCA Comments on Draft Vibrant Communities Document - 9-28-16.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:41:59

No Duplicates.

Comment 40 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Bill

Last Name: Higgins

Email Address: bhiggins@CALCOG.org

Affiliation: CALCOG

Subject: Comments

Comment:

Attached please find CALCOG's comments. Thank you

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/74-scoplan2030trnspt-ws-UTIHYFA9U2MDagBn.pdf>

Original File Name: CALCOG Vibrant Communities Comments.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:47:12

No Duplicates.

Comment 41 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Richard

Last Name: Lyon

Email Address: rlyon@cbia.org

Affiliation:

Subject: Comments on Vibrant Communities and VMT Documents

Comment:

Please find our comments attached. Thank you.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/75-scoplan2030trnspt-ws-UDNTOIExAj1SPVUh.pdf>

Original File Name: Coalition Comments on ARB 2030 Target Scoping Plan Update - Sept 28, 2016.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:33:20

No Duplicates.

Comment 42 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Alycia

Last Name: Witzling

Email Address: awitzling@lachamber.com

Affiliation: LA Area Chamber of Commerce

Subject: Vibrant Communities White Paper and VMT Discussion Document

Comment:

Please see the attached document from LA Area Chamber on the Vibrant Communities White Paper and VMT Discussion Document from our CEO, Gary Toeppen.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/76-scoplan2030trnspt-ws-VztWMQRaUmIGaFMy.pdf>

Original File Name: LA Chamber 7 agency comment letter.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:46:57

No Duplicates.

Comment 43 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Richard
Last Name: Lambros
Email Address: rlambros@southerncaliforniagroup.com
Affiliation: Southern California Leadership Council

Subject: Comment Letter on the Vibrant Communities and Landscapes document (Land-use White Paper)

Comment:

To whom it may concern,

On behalf of the Southern California Leadership Council and nine partner organization, I've attached a group comment letter on the Vibrant Communities and Landscapes document (Land-use White Paper) presented at the Air Resources Board's Public Workshop on the Transportation Sector to Inform Development of the 2030 Target Scoping Plan Update that was held on September 14, 2016.

Best,

Richard Lambros
Managing Director
Southern California Leadership Council

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/77-scoplan2030trnspt-ws-AHMFYFE8BDQCWwJd.pdf>

Original File Name: SCLC & Partner Orgs - Comment Letter on Vibrant Communities and Landscapes Document (09-28-16) .pdf

Date and Time Comment Was Submitted: 2016-09-28 16:21:12

No Duplicates.

Comment 44 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Michael

Last Name: Pimentel

Email Address: michael@caltransit.org

Affiliation:

Subject: California Transit Association - Scoping Plan Letter

Comment:

Attached here as a PDF.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/78-scoplan2030trnspt-ws-WjlTNFM+UmgFZQBv.pdf>

Original File Name: California Transit Association - Scoping Plan Letter.pdf

Date and Time Comment Was Submitted: 2016-09-28 16:52:28

No Duplicates.

Comment 45 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Greg

Last Name: Nord

Email Address: gnord@octa.net

Affiliation: OCTA

Subject: VMT reduction whitepaper

Comment:

The Orange County Transportation Authority (OCTA) is generally in favor of reducing vehicle miles traveled as a means of reducing congestion and improving the efficiency and accessibility of the multi-modal transportation system. However, the whitepaper, "Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)", and the pending Draft Scoping Plan, should discuss the need for current state funding sources to have greater flexibility in order to support implementation of VMT reduction strategies. In addition, as the VMT reduction discussion is incorporated into the Scoping Plan, it should be done so in context with the much greater greenhouse gas reduction benefits associated with zero-emission vehicles. While VMT reduction strategies help to reduce GHG emissions, further penetration of zero-emission vehicles contributes much more towards achievement of the state's GHG reduction goals.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2016-09-28 17:02:48

No Duplicates.

Comment 46 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Christopher

Last Name: Lee

Email Address: cleee@counties.org

Affiliation: California State Association of Counties

Subject: CARB workshop - transportation sector

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/80-scoplan2030trnspt-ws-AmFcKVIyWWIXDIMw.pdf>

Original File Name: CSAC Comments 2030 Target Scoping Plan Workshop on Transpo Sector 092816....pdf

Date and Time Comment Was Submitted: 2016-09-30 08:09:02

No Duplicates.

Comment 47 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Thomas
Last Name: Umenhofer
Email Address: tom@wspa.org
Affiliation: WSPA

Subject: Initial Commnets on Biofuel Supply Module v0.83 BETA
Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/81-scoplan2030trnspt-ws-VSIAdQFwUWMHXghr.pdf>

Original File Name: WSPA Comments on BFSM_09_28_2016.pdf

Date and Time Comment Was Submitted: 2016-10-05 08:08:37

No Duplicates.

Comment 48 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Curt

Last Name: Johansen

Email Address: curt@councilofinfillbuilders.org

Affiliation: Council of Infill Builders

Subject: Comments on the Scoping Plan Transportation section

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/82-scoplan2030trnspt-ws-UjFdNAB0Um8BZABp.pdf>

Original File Name: Council of Infill Builders CARB Scoping Plan Comments 2016.pdf

Date and Time Comment Was Submitted: 2016-10-05 08:08:37

No Duplicates.

Comment 49 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: John

Last Name: Kopchik

Email Address: Anna.Battagello@dcd.cccounty.us

Affiliation: Depart. of Conservation and Development

Subject: Contra Costa County Submission

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/83-scoplan2030trnspt-ws-AjJTbFV5WTgKNFB9.pdf>

Original File Name: 09-28-16 CCC to CARB ltrmap.pdf

Date and Time Comment Was Submitted: 2016-10-05 08:08:37

No Duplicates.

Comment 50 for Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnspt-ws) - 1st Workshop.

First Name: Matt

Last Name: Regan

Email Address: mregan@bayareacouncil.org

Affiliation: Bay Area Council

Subject: Public Comment on Vibrant Communities

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/84-scoplan2030trnspt-ws-VTZdOIhBzYAcABp.docx>

Original File Name: CARBVibrantLetter.docx

Date and Time Comment Was Submitted: 2016-10-07 14:31:55

No Duplicates.

There are no comments posted to Public Workshop on the Transportation Sector to Inform the 2030 Target Scoping Plan Update (scoplan2030trnsptws) that were presented during the Workshop at this time.