

Comment 1 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: Richard
Last Name: Tennant
Email Address: sterilizers@excite.com
Affiliation: Waste Management and Energy Consultant

Subject: BIO-ENERGY and HYDROGEN ECONOMY FRAMEWORK DOCS.
Comment:

In order to quickly and economically develop a large scale bio-energy business, as well as to develop your proposed 'hydrogen highway' economy, you may wish to consider the option of throwing your entire municipal wastes management system into reverse whereby instead of permitting more landfills, garbage incinerators, composting plants and conventional sewage treatment plants you would instead allow for the competitive development of a number of hybrid pumped storage hydroelectric plants that function as integrated solid/liquid waste recycling facilities.

Such a plant would import liquid wastes to the storage to be treated and recycled for electrolytic production of hydrogen, and/or, for production of premium-value electricity. Solid wastes would be rapidly converted, by use of proven steam process technologies, into large quantities of biogas and high quality artificial soils that are then distributed and applied to increase the productivity of plantation forestry sites, and/or, to maximize the storage of carbon in soils, with a haul back of biomass and other materials that are needed to support the bio-energy and soils components of the system...

A basic system design is available upon request.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-07-06 16:56:20

No Duplicates.

Comment 2 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: Harvey
Last Name: Sherback
Email Address: harveysherback@yahoo.com
Affiliation:

Subject: Re: A Solar Solution To California's Water Shortages
Comment:

California Air Resources Board
ARB Board of Directors
Mary D. Nichols
Chairwoman

July 17, 2008

Dear Chairwoman Nichols, ARB Board of Directors & Staff,

Thanks for your many good works, your strong environmental stand is much appreciated. Here in California, we are told that the snow packs on our mountain tops are shrinking. There's less and less fresh water to share between our growing populations, farmers, ranchers and wildlife. Water is life.

The following article alerted me to the problem concerning the oil fired, natural gas, coal and nuclear power plants. They all use copious amounts of our nation's fresh water resource.

<http://planetsave.com/blog/2008/01/23/water-shortage-could-dry-up-nuclear-power-plants-in-southeast/>

Headline: U.S. WANTS TO CUT POWER PLANT WATER USAGE

Wed, 18 Jul 2007 20:32:16 GMT
Science Technology News
Author: Science News Editor

WASHINGTON, U.S. Department of Energy officials said thermoelectric power plants using coal, oil, natural gas and nuclear sources require significant amounts of water for cooling and are a major competitor for water resources. A 2000 study found electric power plants were the second largest U.S. user of fresh water, withdrawing 136 billion gallons of fresh water daily. Only agriculture used more water.

Energy Department officials said the goal is to achieve a "50 percent" reduction in power plant fresh water usage by 2015.

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The full article:

<http://www.earthtimes.org/articles/show/84367.html>

Solar electric roof shingles and solar electric panels use "no" water in the generation of clean renewable electricity. They have no moving parts, make no noise, cause no chemical reaction, require virtually no maintenance and are guaranteed on average for 25 years.

When one factors in the true cost of generating electricity including the use of water as well as the production of greenhouse gases and other toxic emissions, solar electricity leads the field with clean, low cost, renewable energy.

Governor Schwarzenegger has recently told us that due to climate destabilization, forest fires aren't just seasonal anymore, they're year round. This will add new competition for our already strained precious water resources.

California can improve its flexibility to cope with an uncertain water future by working to seriously reduce demand while practicing environmental stewardship.

Harvey Sherback

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-07-17 07:03:20

No Duplicates.

Comment 3 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: Steven

Last Name: Goetz

Email Address: sgoet@cd.cccounty.us

Affiliation: Contra Costa County

Subject: State Government

Comment:

A key element of the Scoping Plan is implementation of existing State laws and policies. This element needs to go beyond clean car standards, goods movement measures, and the Low Carbon Fuel Standard.

Appendix C refers to a strategy for locating State facilities based on the State's planning priorities as embodied in Chapter 1016 - Statutes of 2002. Construction of prisons, court facilities, colleges, universities, water storage and conveyance facilities, state office buildings, elementary and secondary schools as approved by the State Architect, all have significant influence on the land use policies, development pressures and travel behavior at the local level. This law requires each Governor's Budget to include a 5-year infrastructure plan. The Governor is also required to prepare and maintain the State Environmental Goals and Policy Report (EGPR). State agencies are to show how their project in the infrastructure plan are consistent with the EGPR.

The public outreach and educational component of the Scoping Plan needs to make these documents more visible so the public can understand the sound environmental planning behind the capital facilities supported by each State budget. Has a greenhouse emission reduction goal been included in the EGPR? Is the State measuring and tracking compliance with this statute? Has preparation and maintenance of these documents been acknowledged in applicable State administrative manuals? Should development of the EGPR and the infrastructure plan be coordinated with the activities of the Governor's Strategic Growth Council? Can a copy of the most recent infrastructure plan and EGPR be made available for review by the public and local jurisdictions and other interested stakeholders?

Future GHG reduction efforts for State facilities should be expanded to include a review of the management of parking spaces owned or leased by the State. The Contra Costa County Climate Action Team is evaluating the feasibility of establishing a user fee for parking spaces owned or leased by the County and allocating any surplus revenue to incentives for use of commute alternatives. User fees would eliminate any subsidy that may exist for motorists who do not pay for the cost of the parking they use. Any revenue in excess of the cost to provide the parking could be used to provide improvements to transit service or made available to employees to help pay for their commuting costs. There is a substantial body of studies that shows parking

charges can significantly influence commuter behavior. This strategy should be coordinated with potential future efforts listed under "employee practices" on page C-178, and other relevant state regulations such as Executive Order D-73-8 which requires State agencies to implement a transportation management program designed to result in an annual reduction in the number of commute trips by State employees.

The description of proposed measures to address "the State's Carbon Shadow", which begins on page C-179 needs more detail in the following areas:

- The State's standards for the design of school and medical facilities currently emphasize requirements for buildings and support facilities. Equal emphasis is needed on requirements for site selection and the siting of these facilities in the community to ensure convenient access by transit, walking or bicycling. The criteria used by the State for awarding funding for facility construction should place greater weighting of facility siting in the community and transportation criteria. Some of these recommendations were in the report submitted by the Land Use Subgroup of the Climate Action Team (LUSCAT) but do not appear in the Scoping Plan.
- The standards adopted by the State Fire Marshall need to be evaluated for their impact on GHG emissions and community design. The current requirements for fire access roads are based on operation of a standard multi-purpose fire/paramedic vehicle. These standards should encourage flexibility to allow the use of smaller vehicles that are compatible with more pedestrian-oriented street construction.
- The Air Resources Board (ARB) needs to improve its administration of the parking cashout program, Chapter 554 - Statutes of 1992. This law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. Parking cashout offers the opportunity to reduce GHG emissions by reducing commute trips. The ARB is the agency authorized by the Legislature to interpret and administer the parking cash-out law. Their administrative efforts have been limited to preparation of an informational guide to help employers determine whether they are subject to the requirements of the law. This "self-implementing" approach by the ARB has resulted in few employers offering a parking cash-out program to their employees. As the appropriate regulatory authority the ARB should, in consultation with affected stakeholders, revise its administrative efforts to increase participation among employers and advise cities and counties on conditions they can impose on new development to expand the application of this statute on employers (e.g. require project sponsors to prepare CC&Rs for the project to ensure parking and building leases are unbundled and that financial compensation to affected occupants is provided as required by applicable state law)

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Original File Name:

Date and Time Comment Was Submitted: 2008-08-01 16:34:35

No Duplicates.

Comment 4 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: David
Last Name: Schonbrunn
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Affiliation: TRANSDEF

Subject: Caltrans
Comment:

Please refer to our comments on State transportation policy and the mission of Caltrans, which are posted under the Transportation Sector.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-08-01 18:10:40

No Duplicates.

Comment 5 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: Keith

Last Name: Roberts

Email Address: kroberts@cityofsacramento.org

Affiliation:

Subject: State Government improvements

Comment:

1. Page 13, Role of the State, Setting An Example: The State and many cities are attempting to accomplish the same goal; to achieve sustainability for our respective communities and regions. To further this goal, the City of Sacramento is operating a pilot program to provide qualifications (and future bid) preferences to firms that show they operate in a sustainable fashion. See <http://www.cityofsacramento.org/finance/bids/options-to-operate-sustainably.cfm>

The City believes that this effort will do much to improve the sustainability practices of our supply-chain at a minimal cost to the City thus helping us achieve our over-arching goal of "Creating A Sustainable City".

Would like to see this type of program implemented by other jurisdictions including the State:

- in order to achieve our common goal
- to provide a consistent process for vendors and contractors that make up ours and the State's supply chain
- to leverage each other's buying power
- to reward vendors and contractors that operate sustainably
- to assist State in improving its "carbon shadow"

2. Page 13, Role of the State, Setting An Example: With respect to qualifications and bid preferences, in addition, Sacramento would like to see the State take leadership of this process (development and operations) and provide cities with a completely operational tool that they can use on their own.

3. Page 13, Role of the State, Setting An Example: With respect to qualifications and bid preferences, the City believes that any City, or public agency, can currently provide a QUALIFICATIONS preference under existing law, however there is a concern about the legality of offering BID preferences for sustainability at the municipal level which may be allayed or eviscerated by state legislation which legitimizes and enunciates support for such programs. If the State agrees, a law should be developed to allow jurisdictions to use this tool to assist in making their community sustainable.

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Original File Name:

Date and Time Comment Was Submitted: 2008-08-06 15:37:21

No Duplicates.

Comment 6 for State Government Comments for the GHG Scoping Plan (sp-stategov-ws) - 1st Workshop.

First Name: Patrick
Last Name: Griffith
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Affiliation: Los Angeles County Sanitation Districts

Subject: LACSD Comments on the ARB Draft Scoping Plan: State Government Strategies
Comment:

LACSD offers the following comment on the discussion concerning State Government Strategies in the Draft Scoping Plan:

1. Page C-179: GHG reductions from state bond funded projects should not be used to retire allocations but instead should be used as seed money to stimulate new technologies that will provide continuous or regular reductions of GHGs.

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Original File Name:

Date and Time Comment Was Submitted: 2008-08-11 14:51:19

No Duplicates.

There are no comments posted to State Government Comments for the GHG Scoping Plan (sp-stategov-ws) that were presented during the Workshop at this time.