

Comments to ARB Proposed Funding FY- 2014-2015 AQIP due 6.23.2014

Facts are lacking for any distribution in Disadvantage Communities. There are assumptions made, but no reports cited or analysis executed to identify those sources that effect these communities. Ports produce high levels of greenhouse gas emissions as do railyards and petroleum refineries.

There needs to be more of mapping identification to address the concentrations of harmful effects. Grandfathered projects with the deployment of new technologies may not produce the results intended. "Benefits" need an understandable definition.

If physical place is the identifier, than any wealthy corporation or individual can use the funding for development on all levels, but with no defined benefit to those who live in the disadvantaged community. Investment is always attracted to OPM Other People's Money.

For the benefit of the entire Disadvantage Community, publically-funded projects like bus and rail would have a more intended benefit. Private industry such as trucking and rail would be secondary, but effective.

Targeted Car Sharing in Disadvantaged Communities would be more effective in rural areas and not urban areas.

Increased Incentives for Public Fleets in Disadvantaged Communities may effect a DAC is warehoused within a DAC.

Vehicle Retirement and Replacement Plus-up fail to address utility cost as well as the source of that utility.

Financing Assistance Programs and Truck Loan Assistance Program would require extensive outreach including media outreach.

Zero-Emission Truck and Bus Pilot Projects in Disadvantaged Communities and Advanced Technology Freight Demonstration Projects stand more of a chance for success IF THAT TECHNOLOGY IS PROVEN AND NOT SPECULATIVE.

Zero-Emission Drayage Trucks, Multi-Source Facility Projects and Other Freight Projects

