

Comments ARB Concepts for Second Investment Plan due 9.1.2015

Appropriated in the last fiscal years are:

Sustainable Communities and Clean Transportation-70.2%
Energy Efficiency and Clean Energy-19.5%
Natural Resources and Waste Diversion-10.3%

And

Competitive Grants-47.2%
State Implemented-29.3%
First-Come First-Served-15.2%
Existing Service Providers-5.6%
Distribution to Local Transit Agencies Based on Statutory Formula-2.8%

Plan by 2030 are:

- *Reduce today's petroleum use in cars and trucks by up to 50 percent;*
- *Increase the portion of electricity generated using renewable resources to 50 percent;*
- *Double the energy efficiency savings achieved at existing buildings, and make heating fuels cleaner;*
- *Reduce emissions of methane, black carbon, and other potent short-lived climate pollutants across industries; and*
- *Manage farm and rangelands, forests, and wetlands so they can store carb*

Additional Investment Concepts are:

Sustainable Communities and Clean Transportation

- *Zero-emission cars and transit buses*
- *Zero/near zero emission trucks and freight equipment*
- *Passenger efficiency (IT solutions, etc)*
- *Freight efficiency (connected vehicles, collaborative logistics, etc)*
- *In-state production of low carbon fuels*
- *Electric charging and hydrogen/ renewable fuel infrastructure*

With investments in:

1. Advanced Vehicle Technology
2. Alternative Fuels and Infrastructure
3. System Efficiencies
4. Sustainable Communities

Energy Efficiency and Clean Energy

- *Low carbon water system*
- *Residential woodsmoke reduction*
- *Carbon capture and sequestration*
- *Low-global warming potential refrigerants*
- *Renewable energy generation*
- *Energy efficiency*

With investments in:

1. Energy Efficiency and Renewable Energy
2. Low-Carbon Water System
3. Low-Global Warming Potential Altern
4. Residential Woodsmoke Reduction
5. Carbon Capture and Sequestration

Natural Resources and Waste Diversion

- *Land management and restoration to sequester carbon*
- *Anaerobic digestion and composting*
- *Waste-to-fuel (from dairies, biomass, landfills)*
- *Healthy soils practices*
- *Urban forestry*
- *Conservation easements on natural and working lands*

With investments in:

1. Protect and Grow Carbon Stocks on Natural and Working Lands
2. Reduce Methane Release from Organic Waste

Timelines are:

Sustainable Communities

- 2020: Metropolitan areas meet first greenhouse gas reduction targets
- 2035: Metropolitan areas meet second greenhouse gas reduction targets

Zero Emission Vehicles (ZEVs)

- 2015: Metropolitan areas will have infrastructure plans for ZEVs
- 2020: California infrastructure will support 1 million ZEVs
- 2023: 1 million zero & near-zero emission vehicles on the road
- 2025: ~15% of new car sales are ZEVs
- 2025: 1.5 million ZEVs on the road (cars and trucks)

Transportation

- 2030: Reduce petroleum use from cars and trucks by up to 50%
- 2050: Reduce transportation greenhouse gases to 80% below 1990 levels

Renewable Electricity

- 2013: 20% of electricity from renewable sources
- 2020: 33% of electricity from renewable sources
- 2020: 12,000 megawatts of new distributed generation
- 2030: 50% of electricity from renewable sources

Zero Net Energy

- 2020: All new residential construction will be Zero Net Energy
- 2030: All new commercial construction will be Zero Net Energy

Energy Efficiency

- 2030: Double energy efficiency savings achieved at existing buildings

Water

- 2020: Reduce urban water usage by 20%

Green State Buildings

- 2018: State agency energy purchases will be 20% less than 2003
- 2020: State agency greenhouse gases will be 20% less than 2010 levels
- 2025: 50% of State buildings will be Zero Net Energy

Natural and Working Lands

- Protect and manage natural and working lands so they store carbon and provide net greenhouse gas benefits
- Increase urban tree canopy to sequester carbon and increase building energy efficiency

Waste Diversion and Utilization

- 2020: 75% recycling, composting or source reduction of solid waste
- 2025: Effectively eliminate organic disposal from landfills
- 2030: Reduce methane emissions by 40%
- Significantly cut methane emissions from dairies
- Utilize organic waste to help meet the State's renewable electricity and bioenergy targets

You state:

All GGRF investments must reduce greenhouse gas emissions. Additionally, the Legislature has identified several goals for the investment of auction proceeds. The draft priority investments identified in this Concept Paper reflect the need to address and balance these goals. Implementation

- *Maximize economic, environmental, and public health benefits to the State;*
- *Foster job creation by promoting in-State greenhouse gas emission reduction projects carried out by California workers and businesses;*

- *Complement efforts to improve air quality;*
- *Direct investment toward the most disadvantaged communities and households in the State, including allocation of at least 10 percent of the investments to projects located within disadvantaged communities, and 25 percent to projects benefitting those communities;*
- *Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions; and*
- *Lessen the impacts and effects of climate change on the State's communities, economy, and environment*

COMMENTS

You have no baseline to quantify any type of Greenhouse Gas Reductions. There is insufficient data, compilation and modeling. There is no consistency anywhere-local, regional or statewide.

There is not a Cost-Benefit analysis.

The past appropriations are heavily weighted in development-whether housing or transportation. Again, there is no possibility of an accurate quantification because no baseline conditions are demanded.

Expectations are for behavior to change, but there is no expectation on your part, to include time involved such as time to travel etc.

The goals are not realistic and are rooted in capital projects, yet the focus of the appropriations are in smaller projects.

Sustainable Communities and Clean Transportation are infused at too high a level for the goals unless your focus is on urban areas only. Air quality is regional. Monitoring stations are regional.

We see no regional approach. Metropolitan Planning Organizations do not include Congestion Management, yet that crosses jurisdictions.

We suggest that you review the statement and plan how you can report that to the Public for the use of the funds:

All GGRF investments must reduce greenhouse gas emissions.

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