



15-3-4
Colin Murphy

23 April, 2015

Chair Nichols & Members of the Board
California Air Resources Board
1001 I Street
Sacramento CA, 95814

Dear Chair Nichols,

Thank you for the opportunity to comment on the Sustainable Freight Strategy Discussion Draft. Freight transport is a critical contributor to both California's economic vitality and many of our environmental challenges. It will take a comprehensive approach to deal with these challenges while maintaining our vibrant economy. The Discussion Draft you consider today begins to define the problems facing California and serves as a strong foundation for future decisions.

We would like to commend ARB staff for their diligence in assembling this detailed document. There are many useful, near-term proposals contained in this Discussion Draft and we echo the comments of several other groups when we urge the Board to move forward on the near-term measures as expeditiously as possible. In particular, we support the comments expressed in the California Cleaner Freight Coalition's letter, including the support for near-term regulator measures, support for a robust drayage rule, support for the enhanced enforcement provisions, improved data collection, updating the relevant Health Risk Assessments, improving the utility of the Freight Land Use Handbook and expanded CARB engagement in local planning processes.

While this Discussion Draft represents a reasonable first step, it does not adequately describe a long-term vision for a sustainable future. Just as electricity generation and passenger vehicles are moving towards increasingly zero-tailpipe-emission solutions, so must freight. Given the slow rate at which freight fleets turn over and shippers make contracting and infrastructure decisions, a zero-tailpipe-emission future requires early commitment and course-setting. The Air Resources Board is the best, and perhaps the only, body with the regulatory authority and analytical capacity to set this course.

We urge the Air Resources Board to define a vision of a sustainable freight transport system and set a course for its eventual realization. This vision should include substantial deployment of zero-tailpipe emission technology by 2030 and near-complete transition to a zero-emission freight system by 2050. In order to achieve this goal, near-term policies to promote zero-tailpipe emission technology will be



needed, such commercialization assistance for projects which have demonstrated results at small scale or a Zero Emission Freight Vehicle mandate. As this vision develops, we encourage the Air Resources Board to engage in more planning and project-level discussions, to ensure that near-term investments work toward with the vision of tomorrow.

There cannot be a solution to California's climate and air pollution problems which excludes the freight sector. There will not be a sustainable freight sector without leadership and vision. We call upon the California Air Resources Board to provide that vision and help usher in a sustainable future.

We are happy to discuss this issue at length with Board members or staff.

Sincerely,

A handwritten signature in black ink that reads "Colin Murphy". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Colin Murphy Ph.D.

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