

Comment 1 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Brad

Last Name: Wilson

Email Address: brad.wilson@paccoast.com

Affiliation: Pacific Coast Transportation

Subject: Sustainable Freight Suggestions

Comment:

We would like to suggest the following, which seem simple and could provide substantial emissions savings.

1. Mandate that the cities & counties across the state all work together to coordinate traffic lights. As a freight carrier, we spend significant, nonproductive time idling. If traffic lights were coordinated, we would be more productive, run our engines less and deliver more product for less energy spent.

2. Work with truck rest stops to create cold ironing sites for trucks. This would provide a place for trucks to plug their rig in at night so they could operate their AC or cabin heater while parked over night. This item alone could save 8 hours per night of engine idle.

It seems like the items above would create real health savings & productivity for the trucking industry.

Thanks,
Brad Wilson

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2015-04-10 12:04:51

No Duplicates.

Comment 2 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Bob

Last Name: Henderson

Email Address: bhenders51@gmail.com

Affiliation:

Subject: Aerodynamic improvements increase braking distances

Comment:

Much work has gone into creating more aerodynamically efficient trucks and trailers. If the brakes are not improved at the same time then it will take more distance to get a class 8 truck and trailer to come to a full stop if every thing else is equal except for the aerodynamic improvement. This is a safety issue that needs to be addressed.

An 80,000 lb truck takes 525 feet to stop from 65 mph according to Utah Dept of Transportation.
(http://www.udot.utah.gov/trucksmart/dld/DriversEd_Manual_WEB.pdf)

A 10% aerodynamic improvement will add 52 feet to the stopping distance, or about 3 car lengths.

Do we mandate that brake efficiency increase with aerodynamic improvements?

What percent of aerodynamic improvement will trigger the requirement for improved braking? 5%? 10%?

Who should do the analysis?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2015-04-17 07:44:10

No Duplicates.

Comment 3 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Joyce

Last Name: Dillard

Email Address: dillardjoyce@yahoo.com

Affiliation:

Subject: Comments ARB Sustainable Freight due 4.20.2015

Comment:

Attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/6-freight2015-VDdTOIE9UmwCYVI8.pdf'

Original File Name: Comments ARB Sustainable Freight due 4.20.2015.pdf

Date and Time Comment Was Submitted: 2015-04-17 16:25:53

No Duplicates.

Comment 4 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Michael

Last Name: Tunnell

Email Address: mtunnell@trucking.org

Affiliation:

Subject: CTA / ATA Comments on SFS

Comment:

See Attachment

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/7-freight2015-UGIFM1ZmVjBSelMw.pdf'

Original File Name: 2015.CTA-ATA-CARB.SFS.Cmts.pdf

Date and Time Comment Was Submitted: 2015-04-20 13:57:38

No Duplicates.

Comment 5 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: T.L.

Last Name: Garrett

Email Address: tgarrett@pmsaship.com

Affiliation:

Subject: Agenda Item 15-3-4, Sustainable Freight Draft

Comment:

The Pacific Merchant Shipping Association respectfully submits the attached comments on the Discussion Draft, "Sustainable Freight Pathway to Zero and Near-Zero Emission" for the April 23, 2015 Board Meeting (Agenda Item 15-3-4).

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/9-freight2015-UiJROlIgBTdRCAFz.pdf'

Original File Name: PMSA re Agenda item 15-3-4, Sustainable Freight.pdf

Date and Time Comment Was Submitted: 2015-04-20 14:16:16

No Duplicates.

Comment 6 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Sande

Last Name: George

Email Address: sgeorge@stefangeorge.com

Affiliation:

Subject: Maersk, Inc. Comments on Discussion Document for Sustainable Freight
Comment:

Here are comments from Maersk, Inc. to the discussion document
Sustainable Freight draft.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/10-freight2015-WzZSNQBkUnMAdVU+.pdf'

Original File Name: Maersk Line comments on Sustainable Freight draft[1].pdf

Date and Time Comment Was Submitted: 2015-04-20 14:27:50

No Duplicates.

Comment 7 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Gary

Last Name: Gallegos

Email Address: gary.gallegos@sandag.org

Affiliation:

Subject: Comments on the Sustainable Freight Pathways to Zero Near Zero Emissions

Comment:

To Whom it May Concern:

SANDAG's comment letter has been uploaded. Thank you for the opportunity to comment.

Gary Gallegos
/cca

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/11-freight2015-AjZRZFFiVDIDWgQ0.pdf'

Original File Name: 4325_001.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:05:23

No Duplicates.

Comment 8 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: David
Last Name: Englin
Email Address: david.englin@bizfed.org
Affiliation:

Subject: BIZFED INITIAL COMMENTS ON PATHWAYS DISCUSSION DRAFT
Comment:

April 20, 2015
Ms. Mary Nichols
Chairman, California Air Resources Board
PO Box 2815
Sacramento, CA 95812

RE: INITIAL COMMENTS ON PATHWAYS DISCUSSION DRAFT

Dear Chairman Nichols:

On behalf of BizFed - the Los Angeles County Business Federation, a grassroots alliance of more than 130 top business organizations representing nearly 268,000 businesses with more than 3 million employees throughout Southern California, we appreciate the opportunity to provide initial comments on the California Air Resources Board's (CARB) Sustainable Freight Pathways to Zero and Near-Zero Emissions Discussion Draft (Pathways discussion draft).

BizFed members and coalition partners represent Southern California's broader business community. Our diverse group is comprised of major regional business entities and associations, whose members include large and small employers, minority business owners, and job creators from a wide range of industries, including goods movement and freight companies in the trucking, warehouse, railroad, shipping, and distribution sectors. Through this letter, BizFed members and partners wish to convey their shared support for the thoughts and concerns expressed here related to the Pathways discussion draft.

We are happy to see that Staff recognizes that freight transport "is a major economic engine for [the] State", is a complex interconnected "system of systems", and that it "must remain profitable in the face of increasing competition..." We look forward to continuing to work with CARB and the other state agencies, and we respectfully request consideration of the following items:

1. The discussion draft warrants appropriate public discussion and process. Our understanding is that the staff would like to finalize the Pathways discussion draft shortly after the Board hearing on April 23rd. We encourage the Board to direct staff to, in fact, instead discuss the draft with affected stakeholders during workshops and, if requested, private meetings with affected goods movement sectors before this discussion draft is finalized.

We respect that the discussion draft is an initial step to the development of the larger multi-agency and integrated Sustainable Freight Strategy. However, since language in the discussion draft makes clear its uses and indicates the document will be used to direct immediate and near term actions by CARB and that it will be used to inform other ongoing discussions, including the SIP and the next update of the Scoping Plan, the importance of this discussion draft should not be understated. Considering this, and the fact that the Pathways discussion draft was only first released on April 3rd, it is reasonable to believe that additional time for stakeholder and industry input is needed before finalizing the document.

2. Issue the Technology Assessments before proceeding further. In 2014, CARB indicated in several venues that the technology assessments would “lay the framework for identifying and prioritizing the next steps, including accessing and leveraging funding, near-term implementation strategies, and longer-term actions that could be included as measures in upcoming SIPs” (Scoping Plan Update, page 52, emphasis added). Industry has always supported this position, and we believe that CARB has not laid the technical framework for either the Pathways discussion draft or its upcoming SIP planning and Sustainable Freight efforts. We ask the Board to direct Staff to issue drafts of all of the technology assessments before finalizing the Pathways document and/or proceeding with SIP planning and Sustainable Freight efforts.

3. Developing a truly effective integrated Sustainable Freight Strategy requires a multi-agency approach and sound economic analysis. The Pathways discussion draft only represents CARB’s vision, which is focused solely on reducing emissions and the impacts of air pollution. However, in the Pathways document CARB itself recognizes that its vision is just one leg of the stool needed for an integrated statewide Sustainable Freight Strategy. Input from other agencies such as the Energy Commission, CalSTA, and Go-BIZ is equally important. And, economic rigor will need to be applied throughout the process of developing potential strategies and solutions. With this in mind, shipping, logistics, and supply chain industry partners have been calling for CARB and the other agencies to provide the resources necessary to conduct an independent economic analysis. Economic sustainability for the goods movement industry must be a co-equal consideration in the development and use of the Sustainable Freight Strategy if it is to succeed and meet its goals. We strongly urge CARB to proactively enter into an agreement with GO-Biz, or some other competent entity, to complete a full economic analysis. Given the economic importance of this sector to the state, it would seem this is a logical and essential step before any emissions plans or strategies impacting the sector could be considered feasible or appropriate.

4. Concern with declining facility emissions caps and data collection. Since industry does not expect that zero or near-zero emission technologies will be available in the near or intermediate term, were that to be the case, it seems that the only way to comply with a declining emissions cap would be to reduce business activity and move fewer goods – and this is deeply concerning to us. It would seem that any approach based on capping or reducing sector growth is inconsistent with the economic goals stated in the discussion draft itself. Further, given the importance of the goods movement system to the state economy, and especially to the Southern California regional economy and the fact that a declining

cap regulation could seriously impact many of the critically important middle class jobs provided by this sector, any serious consideration of this approach warrants thorough economic analysis and careful consideration.

5. More Public Resources and State Incentives Are Necessary. The CARB needs to provide new and robust resources for incentives to achieve the sustainability goals contemplated in the discussion draft. These proposals exceed our current baseline private and public funding profiles of the trade and freight sector infrastructure. As a result, these efforts will not be successful without identifying new sources of public funding to help finance these improvements. Such state contributions and participation in funding could likewise off-set the economic costs of non-competitiveness in trade and hopefully avoid the creation of substantial additional California-only environmental compliance costs. We are particularly concerned that CARB only proposed revising the existing incentive programs and did not suggest AB 32 funding for this preeminent policy objective for California.

In addition, currently, the only technologies that qualify for incentive funding are those that are part of the staff transformational view of the level of reductions needed. However, in many, if not most cases, these technologies are not available today. The Board should direct the staff to change the funding criteria so that they can also invest in transitional technologies which are available today, will provide real emissions and risk reductions, and which will not impede the introduction of these zero and near-zero technologies that are on or over the horizon. Such a portfolio approach to incentives closely parallels the process the CARB has used in the implementation of the ZEV program over the past 20 years.

6. Change CARB's inventory growth projection methodology. CARB's current inventory and growth projections are both unrealistic and inaccurate for several sectors. For example, the projected number of TEUs is grossly inaccurate (too high), the TEU growth rate is not supported by the most recent decade of activity, and the data from the last decade shows that there is no correlation between ship emissions and number of TEUs. Given some future year locomotive and truck emissions are projected based on TEU growth, CARB should amend its forecasts and, for some sectors, change its inventory methodologies.

7. CARB should prepare written modeling protocols. On page 15, CARB states "[b]ecause ozone formation is a complex, non-linear process, photochemical modeling of freight-related emissions is needed in order to estimate the health impacts associated with ozone exposure. This modeling is planned for the summer of 2015, and the health impacts of freight-related ozone exposure will be estimated at that time." We recommend CARB prepare written modeling protocols for this effort, engage with public stakeholders, and receive and respond to comments.

8. Land Use. Land use planning and decision making in California involves very elaborate governmental processes that are highly evolved and leave important amounts and types of authority with the cities and counties. Local governments must comply with the numerous state legislative provisions and rules of the state agencies that are already amply involved in how development occurs in California. A major part of the general plan and development process surrounds addressing any potential environmental impacts,

including air quality and climate change. Thus, it is unclear, and raises numerous concerns, as to why the Pathways document seems to indicate the need for centralized mandates in the field of land use. It also implies an attempt to usurp authority away from local control.

9. The final Pathways Report should include a thorough discussion of legal authorities. The Pathways discussion draft recognizes that CARB lacks authority to adopt and carry out several of the listed measures. It is not clear that CARB can or should obtain additional legal authority. It provides for several measures that are contingent upon CARB's inability to obtain additional authority. However, the discussion draft omits any discussion of the authorities of CARB, EPA, the air districts or any other agencies that might play a role in developing and implementing the Sustainable Freight Strategy. The final Pathways report, as well as all future Sustainable Freight Strategy reports, should include a thorough discussion of legal authorities -- present and future -- contemplated by the plan. CARB should provide a full opportunity for public comment on the legal authority component and a chance for the Board to review that important aspect of the plan.

10. BizFed members and its coalition partners reserve all their rights. Our members and coalition partners have a vested interest in environmental regulatory activity conducted by CARB, and we have worked within the framework of the existing agency structure, function and authority for many years. It is complex and contains a number of important checks and balances, such as the basic protections of the Commerce Clause of the US Constitution and a number of overriding federal laws aimed at protecting and enhancing interstate and international trade and commerce. Accordingly, we reserve all of our rights and remedies with respect to the plan, including our right to seek review in available state and federal forums.

Again, thank you for the opportunity to provide these comments. BizFed, along with its members and coalition partners look forward to working with CARB to further understand the details of the options presented in the Pathways discussion draft.

Sincerely,

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/12-freight2015-V2VXYVZmAGYFLIRk.pdf>'

Original File Name: 2015-04-20 BizFed Coalition Letter on CARB Pathways Discussion Draft.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:20:28

No Duplicates.

Comment 9 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Rachael

Last Name: O'Brien

Email Address: rachael@agcouncil.org

Affiliation: Agricultural Council of California

Subject: Sustainable Freight: Pathways to Zero and Near-Zero Emissions, Discussion Draft
Comment:

I have uploaded comments in a PDF file.

~Rachael O'Brien

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/13-freight2015-UjNTMlIMVHqHZwFy.pdf'

Original File Name: Ag SFS Discussion Draft Comments 4.20.15.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:08:49

No Duplicates.

Comment 10 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Timothy

Last Name: Pohle

Email Address: tpohle@airlines.org

Affiliation: Airlines for America

Subject: Airlines for America Comments on Sustainable Freight Discussion Draft

Comment:

Attached, please find the comments of Airlines for America on "Sustainable Freight: Pathways to Zero and Near-Zero Emissions, Discussion Draft."

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/14-freight2015-BmdUZgRkUV1SNwVq.pdf'

Original File Name: A4A Comments on Sustainable Freight Discussion Draft - 2015 04-20.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:27:58

No Duplicates.

Comment 11 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Pawel
Last Name: Ryzinski
Email Address: pryzinski@schottlites.com
Affiliation: California Trade Coalition

Subject: California Trade Coalition Comments on the Sustainable Freight Discussion Document
Comment:

Good afternoon,

On behalf of the California Trade Coalition, I would like to respectfully submit the attached comments relating to the Sustainable Freight: Pathways to Zero and Near-Zero Emissions, Discussion Draft.

Thank you.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/15-freight2015-VzQAZ1c6UnUDd1My.pdf'

Original File Name: CalTrade comments Sustainable Freight Discussion Draft.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:28:14

No Duplicates.

Comment 12 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Ryan

Last Name: Kenny

Email Address: ryan.kenny@cleanenergyfuels.com

Affiliation:

Subject: Comment letter re: Sustainable Freight Initiative

Comment:

On behalf of Clean Energy, please find attached our comment letter concerning the Sustainable Freight Initiative. Thank you.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/16-freight2015-AGNRO1wzUGYCWwRo.pdf>'

Original File Name: CLNE Letter re SFI.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:36:13

No Duplicates.

Comment 13 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Jason

Last Name: Giffen

Email Address: jgiffen@portofsandiego.org

Affiliation: Port of San Diego

Subject: Comment letter from Port of San Diego

Comment:

Please see attached letter.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/17-freight2015-BnYGbwFyAyRQCVM8.pdf>'

Original File Name: Port of San Diego - CARB Comment Letter 042015.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:43:45

No Duplicates.

Comment 14 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Jim

Last Name: Lites

Email Address: jlites@calairportscouncil.org

Affiliation:

Subject: Comments of the California Airports Council for Sustainable Freight Discussion Draft
Comment:

Good Afternoon,

Attached you will find comments from the California Airports Council for the sustainable freight draft discussion.

Thank you

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/18-freight2015-B2RTOgdrVWsAYwBu.pdf'

Original File Name: Comments, ARB Discussion Draft.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:30:41

No Duplicates.

Comment 15 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Robert

Last Name: Freeman

Email Address: rfreeman@lawa.org

Affiliation: Airport Environmental Manager

Subject: Comment on Discussion Draft; Aircraft page 42

Comment:

The Los Angeles World Airports (LAWA) appreciates the opportunity to comment on this discussion document. The vision section of the document suggests many different ways that emissions from freight activities might be accomplished in the future. On Page 42, there is a discussion about the air freight sector, in particular aircraft. One bullet point under the column of potential ARB levers is for the ARB to "partner with airports to incentivize cleaner aircrafts to come to California". It is not in the airports power under Federal law to use incentives to prohibit certain aircraft to come to a particular airport. There is no way that airports would be able to begin to consider this under today's rules and regulations.

An alternative might be for the ARB to explore with Federal agency partners the options for directing cleaner aircraft to operate at airports in California.

Airports like the ones under the control of LAWA continue to be interested in ways to work with ARB to reduce the emissions of air freight operations. Thank you again for the opportunity to comment.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2015-04-20 16:35:06

No Duplicates.

Comment 16 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Brietta

Last Name: Linney

Email Address: brietta@ceaconsulting.com

Affiliation: On behalf of BNSF Railway and Union Paci

Subject: BNSF and UP Re Agenda Item 15-3-4_Sustainable Freight

Comment:

Please see the attached comments for Agenda Item 15-3-4 from BNSF Railway and Union Pacific Railroad.

Brietta Linney

On behalf of BNSF Railway and Union Pacific Railroad

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/20-freight2015-AGJXP1clADVXDgJj.pdf'

Original File Name: BNSF and UP Re Agenda Item 15-3-4_Sustainable Freight.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:48:47

No Duplicates.

Comment 17 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Jamie

Last Name: Hall

Email Address: jhall@calstart.org

Affiliation: CALSTART

Subject: CALSTART comments on Sustainable Freight Strategy

Comment:

see attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/21-freight2015-BmVWMQFsAyMCcAhp.pdf'

Original File Name: CALSTART Comments on Sustainable Freight Final.pdf

Date and Time Comment Was Submitted: 2015-04-20 16:52:37

No Duplicates.

Comment 18 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Kris

Last Name: Fumberger

Email Address: kris.fumberger@rightship.com

Affiliation:

Subject: ris Fumberger Comment

Comment:

See attachment.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/22-freight2015-WzBVIQBoU3MFXAJk.pdf'

Original File Name: Kris Fumberger Comment.pdf

Date and Time Comment Was Submitted: 2015-04-21 09:58:46

No Duplicates.

Comment 19 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Chris

Last Name: Hollerback

Email Address: cjhmitre@aol.com

Affiliation:

Subject: hris Hollerback Comment

Comment:

See attachment.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/23-freight2015-UDNUOIUmWGIFcAlW.pdf'

Original File Name: Chris Hollerback Comment.pdf

Date and Time Comment Was Submitted: 2015-04-21 10:01:56

No Duplicates.

Comment 20 for Update on Sustainable Freight Activities (freight2015) - Non-Reg.

First Name: Chris

Last Name: Valadez

Email Address: cvaladez@cafreshfruit.com

Affiliation:

Subject: alifornia Fresh Fruit Assoc. Comment

Comment:

See attachment.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/24-freight2015-VjVRNgFsBz1QMFM8.pdf'

Original File Name: California Fresh Fruit Assoc. Comment.pdf

Date and Time Comment Was Submitted: 2015-04-21 10:03:10

No Duplicates.

Comment 1 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Ron

Last Name: Powell

Email Address: Non-web submitted comment

Affiliation:

Subject: Port Comments on Sustainable Freight Strategy

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/27-freight2015-AXNQOQZpUFwHcQlm.pdf>

Original File Name: Ron Powell.pdf

Date and Time Comment Was Submitted: 2015-04-24 14:31:19

No Duplicates.

Comment 2 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Alison

Last Name: Linder

Email Address: Non-web submitted comment

Affiliation:

Subject: Comments on CARB's Sustainable Freight

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/30-freight2015-B2YAagZuAyNWPwNt.pdf>

Original File Name: Alison Linder.pdf

Date and Time Comment Was Submitted: 2015-04-24 14:43:24

No Duplicates.

Comment 3 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Tim

Last Name: Schott

Email Address: Non-web submitted comment

Affiliation:

Subject: California Assoc. of Port Authorities

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/31-freight2015-VjVUM1IMWWsHclUm.pdf>

Original File Name: CA Assoc of Port Authorities.pdf

Date and Time Comment Was Submitted: 2015-04-24 14:52:47

No Duplicates.

Comment 4 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Colin

Last Name: Murphy

Email Address: Non-web submitted comment

Affiliation: NextGen Climate America

Subject: Comments

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/33-freight2015-B2kFZlMqVXIEZVI3.pdf>

Original File Name: NextGen Climate America.pdf

Date and Time Comment Was Submitted: 2015-04-24 14:55:40

No Duplicates.

Comment 5 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Eileen

Last Name: Tutt

Email Address: Non-web submitted comment

Affiliation: CalETC

Subject: Support for Sustainable Freight Pathways to Zero and Near-Zero Emissions, Discussion
Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/34-freight2015-AWIAZwFsU2UEdgZl.pdf>

Original File Name: CalETC.pdf

Date and Time Comment Was Submitted: 2015-04-24 14:57:31

No Duplicates.

Comment 6 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Paul

Last Name: Granillo

Email Address: Non-web submitted comment

Affiliation: Inland Empire Economic Partnership

Subject: Comments on Pathways Discussion Draft

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/35-freight2015-Vj9UPFM+VmRWPlUx.pdf>

Original File Name: Inland Empire Economic Partnership .pdf

Date and Time Comment Was Submitted: 2015-04-24 15:03:31

No Duplicates.

Comment 7 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Wally

Last Name: Baker

Email Address: Non-web submitted comment

Affiliation: Jobs1st Alliance

Subject: Comments on ARB's Sustainable Freight Pathways Discussion Draft

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/36-freight2015-Vz0Gb1MwVHQEMwd0.pdf>

Original File Name: Jobs1st Alliance.pdf

Date and Time Comment Was Submitted: 2015-04-24 15:04:44

No Duplicates.

Comment 8 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Adrian

Last Name: Martinez

Email Address: Non-web submitted comment

Affiliation: California Cleaner Freight Coalition

Subject: Item 15-3-4 Draft Sustainable Freight Strategy

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/37-freight2015-UTJTINFULWW1VP1M2.pdf>

Original File Name: CA Cleaner Freight Coalition.pdf

Date and Time Comment Was Submitted: 2015-04-24 15:05:54

No Duplicates.

Comment 9 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Lawrence

Last Name: Serafini

Email Address: Non-web submitted comment

Affiliation: John Wayne Airport Orange County

Subject: Sustainable Freight: Pathways to Zero and Near-Zero Emissions, Discussion Draft
Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/38-freight2015-UTsCa1Q9UWxQCQB3.pdf>

Original File Name: John Wayne Airport Orange County.pdf

Date and Time Comment Was Submitted: 2015-04-24 15:06:58

No Duplicates.

Comment 10 for Update on Sustainable Freight Activities (freight2015). (At Hearing)

First Name: Taylor

Last Name: Thomas

Email Address: Non-web submitted comment

Affiliation: East Yard Communities for Enviro Justice

Subject: Update to the Board on Sustainable Freight Strategy and 12/4/13 Memo

Comment:

See attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/39-freight2015-AmcBZlEjVHMDWgJ7.pdf>

Original File Name: East Yard Communities for Enviro Justice.pdf

Date and Time Comment Was Submitted: 2015-04-24 15:09:27

No Duplicates.