

**DOCKETED**

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<b>Project Title:</b>	Business Meeting Agendas, Transcripts, Minutes, and Public Comments
<b>TN #:</b>	249681
<b>Document Title:</b>	Claire A Warshaw Comments - policies, speaking and goals in clarifying renewable diesel and tier 4 engine use in projects
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<b>Organization:</b>	Claire A. Warshaw
<b>Submitter Role:</b>	Public
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<b>Docketed Date:</b>	4/14/2023

*Comment Received From: Claire A. Warshaw*  
*Submitted On: 4/14/2023*  
*Docket Number: 23-BUSMTG-01*

**23-BUSMTG-01\_\_\_\_2023\_04\_14 policies, speaking and goals in clarifying renewable diesel and tier 4 engine use in projects**

Attached pdf hopefully is the same as the following:

Friday, April 14th, 2023

California Energy Commission  
Commissioners and Project Managers  
California Energy Commission Secretariat  
cc: CEC Public Advisor

To Whom It May Concern:

I am confused as to what California's current or proposed policies are on using diesel fuels. I was under the impression that diesel was being phased out. Two different project types on the April 12th, 2023 CEC Business Meeting agenda described future diesel use: Agenda Item #3G for the Alamos Energy Center and Agenda Item #9 for the Stack Trade Zone Small Power Plant Exemption specify diesel use for backup generation. I understand the Stack Trade Zone's diesel use is possibly mediated to use renewable diesel as a 1st choice, low sulfur diesel as a 2nd choice, both with tier 4 engines. I am not certain the Alamos project has renewable diesel as a 1st choice or tier 4 engines due to CEC recommendations or why if they do not.

Can commissioners and/or these agenda item speakers please clarify what California's current and/or future diesel policies are and specifically when or when they do not advise utilizing renewable diesel and tier 4 engines? I understand CA's renewable diesel capacity is not adequate for many reasons, though it has been that way for a while, if I am understanding the current and past renewable diesel situation correctly.

I have been teased [slightly bullied] about concerns for diesel use. Social Media diesel lovers proposed sending suitcases of abundant cash if one filled their forms. Recent teasing looked more concerning, e.g., from a diesel lover with a weapon in the profile photo. As a "part-time" pedestrian and bicyclist, I am more interested in how California leaders/speakers/policy makers work to reduce particulate matter/emissions. When walking/bicycling near an unimproved diesel combustion vehicle, one can inadvertently inhale exhaust particles which may contribute to lowering one's immune system and damage one's respiratory system. Most importantly I hope that leaders can protect bicyclists/pedestrians and not want to eliminate outside people because we may complain about combustion exhaust, pollution and/or other environmental experiences.

I cannot imagine what Santa Clara county might endure in terms of noise, diesel exhaust and/or lack of renewable diesel capacity, if the recent many proposed data centers are built with backup diesel generation engaging simultaneously during a formal emergency [expected to not happen per design]. Further, I am not certain how future backup generation and power generation designs can be genuinely proposed if diesel rules/regulations/goals are not clearer.

Please speak and/or write more in the near future with relevant information on California's plans for diesel, renewable diesel, diesel engine type and diesel capacity, or lack of.

Thanks for your time, positive clean energy and considerations.

Sincerely,

Claire Warshaw  
Member of the Public  
P. O. Box 277612, Sacramento, CA 95827

*Additional submitted attachment is included below.*

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