

## ETAAC errata sheet for Draft Final Report

For discussion at Feb. 11, 2008 meeting

ETAAC members: Please use this chart to specify any errors, typos or points for discussion you may see in the draft final report. Please include chapter #, page #, the text as it currently exists (enough words to uniquely identify the text or concept on the page), and either your preferred modified text or comment for discussion. (Table cells should expand to accommodate the length of your entry). Under significance, please indicate major if you believe the suggested change warrants group discussion, or minor for simple typographical errors that don't significantly change the meaning and thus are not worthy of discussion. Extend the table (add rows) as necessary. See examples below. Please coordinate through your sector lead so they can transmit to me ([schurch@arb.ca.gov](mailto:schurch@arb.ca.gov)) by 4pm on Sunday, Feb. 10 (so I have time to process before the Monday morning meeting).

Submitter's Name: \_\_\_\_\_ALEX FARRELL\_\_\_\_\_(NOTE: footnotes are shown only when added.)\_\_\_\_\_

<u>Chapter #</u>	<u>Page #</u>	<u>Existing text</u>	<u>Desired text or comment</u>	<u>Significance?</u>
3	1	Figure 3-1	The 3-d presentation is misleading. Make this an ordinary 2-d graph. The use of a grey background <i>and</i> different shades in the bars is hard to read. Make the background white.	Minor
3	2	“Some policies to address these three primary challenges in the transportation sector are already in place or are currently being developed.”	“Some policies to address these three primary challenges in the transportation sector are already in place or are currently being developed. ( <a href="#">see tables 1 and 2 below</a> )”	Minor
3	2	“...California's massive transportation sector carbon footprint”	“...California's <a href="#">major</a> transportation sector carbon footprint”	Minor
3	3	<i>In Table 3-1:</i> • “AB1493”	<i>In Table 3-1:</i> • “AB1493 <a href="#">Vehicle GHG standards</a> ”	Minor
3	5	The ETAAC collected and reviewed a substantial amount of information and technology transportation and other innovations.	The ETAAC collected and reviewed a substantial amount of information <a href="#">on</a> technology transportation and other innovations.	Minor
3	6	The transition to a low or zero carbon economy in California will require radical shifts in virtually all industries.	The transition to a low or zero carbon economy in California will require <a href="#">major</a> shifts in virtually all industries.	Minor

Deleted: massive

Deleted: and

Deleted: radical

3	9	The GHG emission reduction strategies recommended for the transportation sector are also expected, as a whole, to achieve significant public health and Environmental Justice benefits.	The GHG emission reduction strategies recommended for the transportation sector are also expected, as a whole, to achieve significant public health and Environmental Justice benefits.	Minor
3	9	black carbon in particulate matter	black carbon <u>component of</u> particulate matter	Minor
3	9	They may also lower the number and severity of traffic accidents, reducing the associated property damage, injuries, and mortality. These policies may also yield water pollution and other forms of environmental degradation.	They <u>are expected to</u> lower the number and severity of traffic accidents, reducing the associated property damage, injuries, and mortality. These policies may also <u>yield water quality improvements and other environmental benefits</u> .	Minor
3	9	Policies and programs to lower GHG emissions in the state have the potential to generate green collar jobs, and the opportunities should preferentially benefit disadvantaged individuals and communities.	Policies and programs to lower GHG emissions in the state have the potential to generate green collar jobs, and the <u>state should support</u> opportunities <u>to</u> benefit disadvantaged individuals and communities.	Minor
3	10	Improving transit systems is another way to reduce GHG emissions in the transportation sector. Increased funding of public transit systems may be needed so that California residents have more travel options. These systems can be expensive if designed to provide reliable, affordable transit options to low-density neighborhoods.	Improving transit systems is another way to reduce GHG emissions in the transportation sector. Increased funding of public transit systems may be needed so that California residents have more travel options. These systems can be expensive if designed to provide reliable, affordable transit options to low-density neighborhoods, <u>highlighting the importance of Smart Growth</u> .	Minor
3	11	Others are more novel approaches that may have greater potential for GHG emission reductions, such as BRT and PRT systems.	Others are more novel approaches that may have greater potential for GHG emission reductions, such as <u>Bus Rapid Transit (BRT) and Bus Rapid Transit (PRT) systems</u> .	Minor
3	11	For instance, hybrid buses may be suitable for deployment today while it may be more appropriate to develop PRT pilot projects.	For instance, hybrid buses <u>are being deployed</u> today, <u>while</u> PRT <u>will need to be evaluated at the pilot project stage</u> .	Minor
3	11	This chapter identifies economic and technological innovations for transit	This chapter identifies economic and technological innovations for transit systems	Minor

**Deleted:** in

**Deleted:** may also

**Deleted:** stymie

**Deleted:** pollution and other forms of environmental degradation

**Deleted:** se

**Deleted:** should preferentially

**Deleted:** may be suitable for

**Deleted:** ment

**Deleted:** ,

**Deleted:** , while it may be more appropriate to develop

**Deleted:** s

		systems linked to improved transportation planning and roadway pricing, but does not rank specific transportation system technologies.	linked to improved transportation planning and roadway pricing, but does not <a href="#">evaluate and</a> rank specific transportation system technologies.	
3	12	It is therefore imperative that several interventions and policies are required at different institutional levels. Nonetheless, these should be consistent and complementary with smart growth priorities.	It is therefore imperative that several interventions and policies <a href="#">occur</a> at different institutional levels. <a href="#">These</a> should be consistent and complementary with smart growth priorities.	Minor
3	13	One form of Smart Growth is Transit Villages, which are typically mixed-use residential and commercial areas that are designed to maximize access to mass transit systems. They are usually located within one-quarter to one-half mile (0.4 to 0.8 kilometer) of a mass transit station.	One form of Smart Growth is Transit Villages, which are typically mixed-use residential and commercial areas that are designed to maximize access to mass transit systems. They are usually located within one-quarter to one-half mile (0.4 to 0.8 kilometer) of a mass transit station. <a href="#">Bikeways, buses and Personal Rapid Transit (PRT) systems could broaden the reach of transit oriented development by expanding beyond existing transit corridors and forming networks that reach more destinations.</a>	Minor
3	14	Pay-as-you-drive insurance could be implemented quickly, either through california regulation or insurance companies' own initiatives	Pay-as-you-drive insurance could be implemented quickly, either through california regulation or insurance companies' own initiatives <a href="#">by 2012</a> .	Minor
3	14	Pay-as-you-drive insurance could be implemented quickly, e.	Pay-as-you-drive insurance could be implemented quickly, <a href="#">by legislative and regulatory actions that allow insurance companies to implement these programs</a> ,	Major – requires discussion
3	14	There are a range of challenges that insurance companies face related to offering Pay-As-You-Drive insurance, including product start-up costs...	There are a range of challenges that insurance companies face related to offering Pay-As-You-Drive insurance, including <a href="#">regulatory barriers</a> , product start-up costs...	Major – requires discussion
3	15	Insurance companies are the ultimate arbiter	<a href="#">Once insurance companies are allowed to use</a>	Major –

**Deleted:** are required

**Deleted:** nonetheless, t

**Deleted:** either through California regulation or insurance companies' own initiatives.

		of products that will be offered to consumers and they face some challenges in implementing this type of insurance. But insurance companies also have the flexibility of instituting a Pay-As-You-Drive strategy and some have already put forward pilot programs based on this insurance scheme.	<a href="#">regular and reliable tools to verify their customer’s mileage in California, insurance companies will be the ultimate arbiter of whether this program will be offered in California. Though they face some challenges in implementing this type of insurance, insurance companies in other states have the flexibility of instituting a Pay-As-You-Drive strategy and some have already put forward pilot programs based on this insurance scheme.</a>	requires discussion
3	18	Several employee trip reduction policies are already in place in California, designed to lower air pollution.	Several employee trip reduction policies are already in place in California to lower air pollution.	Minor
3	18	Two existing mandatory programs cover both existing employers and new land development	<a href="#">One</a> existing mandatory program covers both existing employers, and <a href="#">one covers</a> new land development, <a href="#">as described below</a>	Minor
3	21	<i>GHG reduction potential:</i> 4 MMT by 2020; 27 MMT by 2030 for passenger vehicle standards. Not estimated for transport vehicles.	<i>GHG reduction potential:</i> 4 MMT by 2020; 27 MMT by 2030 for passenger vehicle standards. <a href="#">In particular, new engine, transmission, tire, and aerodynamic designs, idle reduction, and advance auxiliary power units could ultimately reduce GHG emissions from new freight trucks by one third to one half.<sup>i</sup></a>	Minor
3	22	These standards can also build on the State’s ZEV program, which is intended to help drive the development of automotive technology that will limit GHG emissions.	These standards can also build on the State’s ZEV program, which is intended to help drive the development of automotive technology that will limit GHG emissions. <a href="#">A ZEV review panel will assess the status of these technologies, which ETAAC did not attempt to duplicate in this report.</a>	Minor
3	22	The timing of the rule adoption process should be flexible enough to accommodate an accelerated schedule to provide sufficient	The timing of the rule adoption process should be flexible enough to accommodate an accelerated schedule <a href="#">if needed</a> to provide	Minor

**Deleted:** , designed

**Deleted:** Two

**Deleted:** s

**Deleted:** Not estimated for transport vehicles.

		<p>lead time for manufacturers to bring new vehicles to market based on new standards to market in 2017.</p> <p>Assuming that the new standards call for about a 50 percent reduction from pre-AB1493 levels beginning in beginning in 2017, this measure would achieve about a 4 MMT reduction in 2020. The reduction achieved by this measure would significantly increase in subsequent years as clean new vehicles replace older vehicles in the statewide fleet. CARB staff estimates a reduction potential of 27 percent -- 27 MMT-- in 2030.</p>	<p>sufficient lead time for manufacturers to bring new vehicles to market <a href="#">in 2017</a>.</p> <p>The reduction achieved by this measure would significantly increase in subsequent years as clean new vehicles replace older vehicles in the statewide fleet. <a href="#">Assuming that the new standards call for about a 50 percent reduction from pre-AB1493 levels beginning in 2017</a>, CARB staff estimates a reduction potential of 27 percent -- 27 MMT-- in 2030.</p>	
3	23	<p>The Early Action Plan discussion of hybrid technology identifies a number of important Federal and private sector partners, and international coordination can also play a valuable role in this effort.</p>	<p>The Early Action Plan discussion of hybrid technology identifies a number of important Federal and private sector partners, and international coordination can also play a valuable role in this effort. <a href="#">The National Academy of Sciences review of the 21<sup>st</sup> Century Truck Partnership will provide critical information that ETAAC did not attempt to duplicate in this report, and implementation studies associated with the new CAFÉ standards are another source of technical information.</a></p>	Minor
3	24	<p>The first component of this suggested policy is setting standards to require certain fleets to purchase vehicles with a maximum GHG emission rate.</p>	<p>The first component of this suggested policy is setting standards to require certain fleets to purchase vehicles <a href="#">meeting a GHG emission standard</a></p>	Minor
3	26	<p>Upfront costs can be especially effective. The U.K. indexes vehicle registration fees according to tailpipe GHG emissions, while</p>	<p>Upfront costs <a href="#">and rebates</a> can be especially effective. The U.K. indexes vehicle registration fees according to tailpipe GHG</p>	Minor

**Deleted:** based on new standards to market in 2017

**Deleted:** Assuming that the new standards call for about a 50 percent reduction from pre-AB1493 levels beginning in beginning in 2017, this measure would achieve about a 4 MMT reduction in 2020.

**Deleted:**

**Deleted:**

**Deleted:** with a maximum GHG emission rate

		Germany and Japan base its fees on other factors that relate to GHG emissions, such as engine displacement and vehicle weight. Vehicle registration policies affect both existing vehicles as well as new vehicle purchases.	emissions, while Germany and Japan based <u>on</u> fees on other factors that relate to GHG emissions, such as engine displacement and vehicle weight. Vehicle registration policies affect both new vehicles <u>as well as existing vehicles that would not be covered by new vehicle GHG standards.</u>		
3	27	Air pollution control standards now...	<u>Incentives and</u> air pollution control standards now...	Minor	
3	27	The State, in partnership with local agencies, is also implementing a new 1B Goods Movement Program	The State, in partnership with local agencies, is also implementing a <u>new Proposition</u> 1B Goods Movement Program	Minor	
3	28	That said, it is also clear that a significant additional technical analysis	<u>A</u> significant additional technical analysis...	Minor	
3	28	Policies should ensure that air and water pollution are not exacerbated by the LCFS.	Policies should ensure that air and water pollution are not <u>worsened</u> by the LCFS.	Minor	
3	28	The LCFS should be designed...	Any Green Biofuels program should be designed...	Minor	
3	29	<i>To be added after last normal paragraph and before the text box.</i>	<u>Measuring the lifecycle GHG emission content of biofuels and developing appropriate regulations is a challenging undertaking. Increased support for the collection and analysis of data (including development of better analytic methods) will be crucial to successful deployment of low carbon biofuels. A near-term step that would be very valuable would be a U.S. National Academies study of this issue. The State of California should consider recommending such a study on the best methods of lifecycle analysis for the measurement of GHG emissions from biofuels, including indirect land use impacts.</u>	Major – requires disucssion	

**Deleted:** s its

**Deleted:** existing vehicles as well as

**Deleted:** purchase

**Deleted:** A

**Deleted:** new

**Deleted:** That said, it is also clear that

**Deleted:** exacerbated

3	30	<i>To be added to the last paragraph.</i>	<a href="#"><u>These efforts will play an important role in combating the trend of increasing GHG emissions from these international sources of GHG emissions.</u></a>	Minor
10	78	<i>To be added to the hydrogen section.</i>	<a href="#"><u>A variety of “hydrogen carriers” may be suitable for use in transportation applications, potentially easing the introduction of fuel cells. Potential candidates include ammonia, alcohols, and hydrocarbons.</u></a>	Minor
3	32-35	<i>A variety of minor formatting changes for ease of reading and consistency</i>		Minor

---

<sup>i</sup> Vyas, Saricks and Stodolsky, *The Potential Effect of Future Energy-Efficiency and Emissions-Improving Technologies on Fuel Consumption of Heavy Trucks*, Argonne National Laboratory, August 2002; Langer, *Energy Savings Through Increased Fuel Economy for Heavy-Duty Trucks*, National Commission on Energy Policy, February 2004.