

Comments Received for RTAC
4-28-09 through 5-28-09

COMMENT LOG DISPLAY

BELOW IS THE COMMENT YOU SELECTED TO DISPLAY.

COMMENT 3 FOR COMMENTS IN GENERAL ON ARB IMPLEMENTATION OF SB 375 (SB375-GENERAL-WS) - 1ST WORKSHOP.

First Name: Lewis
Last Name: Lem
Email Address: Lem.JFA@gmail.com
Phone Number: 415-513-8040
Affiliation: JFA and CCS

Subject: VMT reduction data from New York State
Comment:

Dear CARB STaff:

Please find attached a set of slides showing summary data and results for ongoing New York State work.

I would be glad to provide more information if it would be helpful to CARB and the RTAC.

Thank you,

Lewison Lem, Ph.D.
Principal Consultant
Jack Faucett Associates
Center for Climate Strategies
Lem.JFA@gmail.com
415-513-8040

Attachment: www.arb.ca.gov/lists/sb375-general-ws/5-carb_rtac_nys_summary_slides.pdf

Original File Name: CARB RTAC NYS Summary Slides.pdf

Date and Time Comment Was Submitted: 2009-05-05 13:10:09

If you have any questions or comments please contact [Office of the Ombudsman](#) at (916) 327-1266.

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Potential Reductions in VMT and Associated GHG Emissions :

Recent Data from New York State

Public Comment for May 2009
Meeting of California Air Resources Board (CARB)
SB 375 Regional Targets Advisory Committee (RTAC)

Lewison Lem, Ph.D.
Principal Consultant
Jack Faucett Associates (JFA)
and Center for Climate Strategies (CCS)
Lem.JFA@gmail.com

Increasing Interest in VMT Reductions among “Leadership States”

- Washington State
Adopted State Goal with per capita reduction in VMT
(SB 6001, HB 2815)
- California
Adopted AB 32 and SB 375 planning process for
Sustainable Community Strategy (SCS)
- New York State
Established Interagency VMT Working Group with
specific goals

Increasing Interest in VMT Reductions Among Urban Metro Regions

Selected Regional Scenario Analysis Results

- Sacramento Metro Region
 - 2050 horizon (2004) -26.0% vmt off BAU
- Denver Metro Region
 - 2035 horizon (2007) - 6.2% vmt off BAU
- Albany Metro Region
 - 2015 horizon (1995) - 2.8% vmt off BAU

11 States and DC as “VMT Peer Group” in 2000

State	Total VMT (millions)	Estimated Population	Annual VMT per capita
District of Columbia	3,498	571,042	6,126
New York	129,057	19,000,135	6,792
Hawaii	8,543	1,212,113	7,048
Alaska	4,613	627,533	7,351
Rhode Island	8,959	1,050,836	7,955
New Jersey	67,446	8,434,216	7,997
Illinois	102,866	12,440,970	8,268
Massachusetts	52,796	6,362,604	8,298
Pennsylvania	102,337	12,286,905	8,329
Nevada	17,639	2,018,456	8,739
Connecticut	30,756	3,412,539	9,013
California	306,649	34,008,499	9,017
Washington	53,330	5,912,036	9,021

05-09 Lem.JFA@gmail.com

Composition and Goal of New York State VMT Interagency Working Group

Composition:

New York should initiate an interagency working group headed by the NYS Department of Environmental Conservation, with collaboration by the NYS Department of Transportation, NYSERDA, the Metropolitan Transportation Authority, the New York/New Jersey Port Authority, the Office of General Services, and other appropriate state entities to develop a strategy to reduce vehicle miles traveled (VMT) and increase vehicle efficiency.

Goal:

Development of an integrated plan to achieve a statewide target of a 10 percent reduction in Vehicle Miles Traveled (VMT) from projected levels in 10 years.

International Context shows that per capita VMT varies significantly

- Even holding per capita income constant, cities vary a great deal in their pcvmt.
- History and Geography appears to matter a great deal
- Yet Income Levels, History, and Geography do not explain differences fully
- So Plans and Policies matter, as well as behavior in response to choices available

Portland, Oregon Example

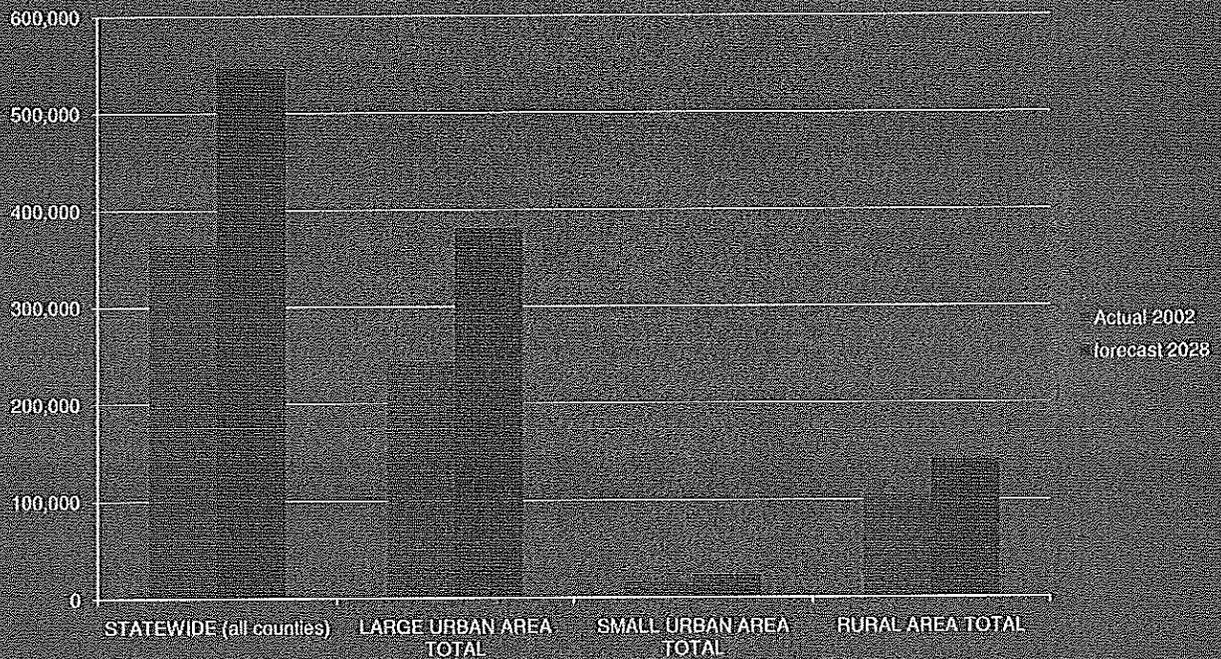
Data from Travel Survey (Portland Metro)

- Region-wide 21.79 dvmt pc
- Multonah County 17.34 dvmt pc
- Good Transit Only 12.38 dvmt pc
- Transit and Mixed Use 9.80 dvmt pc

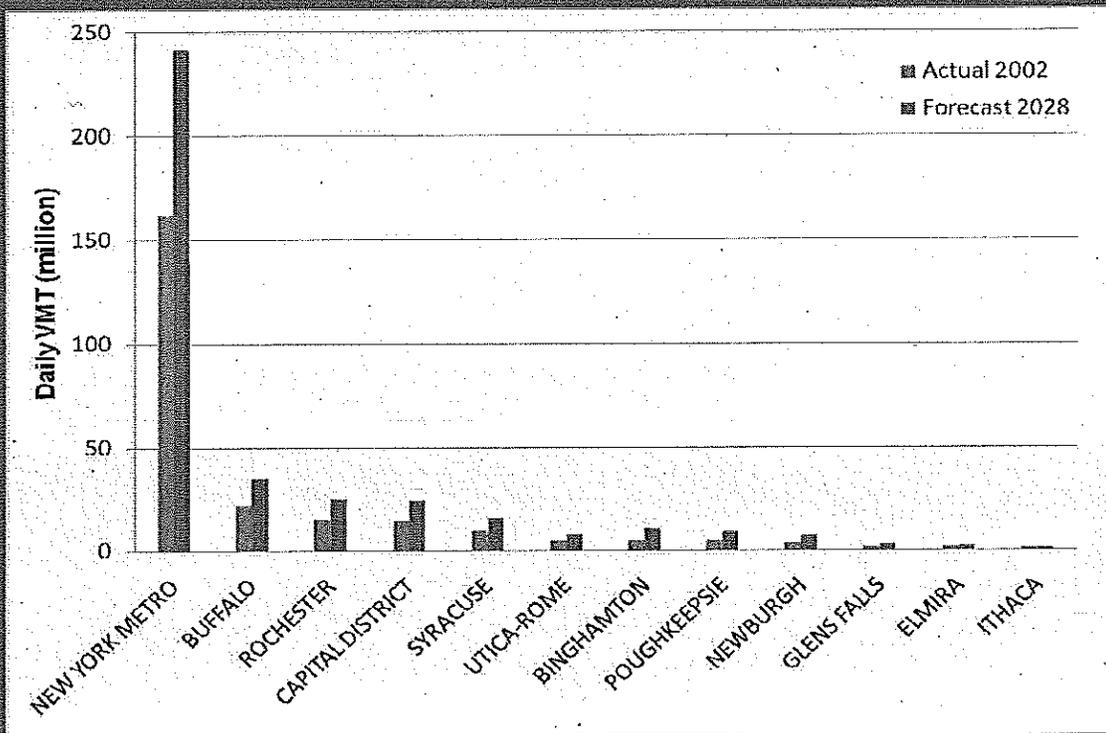
VMT Profile of New York State

- NYSDOT forecasts VMT to increase by 50% from 2002 to 2028 (final forecast year)
- Large urban area VMT projected to increase from 66% of statewide total in 2002 to 69% in 2028
 - 45% in the New York Metro Area
 - 59% in 4 largest (NY Metro, Buffalo, Rochester, Albany)
- Rural area VMT projected to decrease from 29% in 2002 to 26% in 2028

Historic and Forecast NYS DVMT



DVMT in NYS Large Urban Areas



Per Capita DVMT (2002) for NYS Major Urban Regions

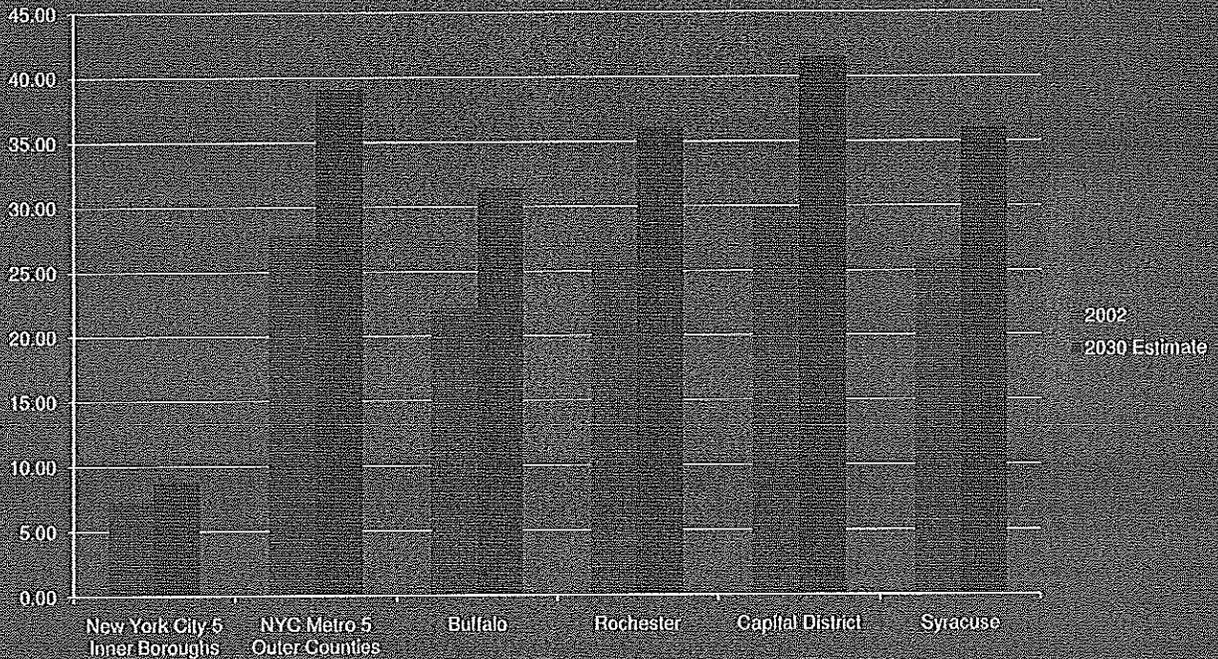
New York City – 10 county region

- 5 Inner Boroughs: 7.30 dvmt/cap
 - Bronx: 7.10
 - Kings: 5.17
 - New York (Manhattan): 6.52
 - Queens: 9.11
 - Richmond: 13.31
- 5 outer counties: 27.94 dvmt/cap
 - Nassau, Suffolk, Putnam, Rockland, Westchester

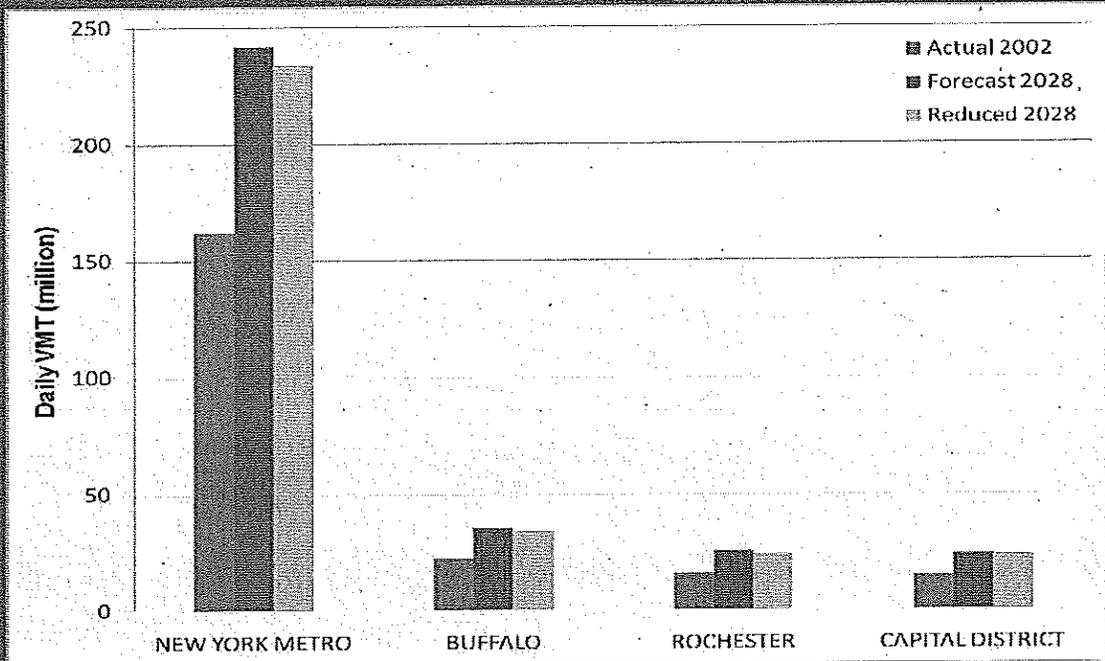
Per Capita DVMT (2002) for NYS Major Urban Regions

- Buffalo Region (2 counties): 22.25
- Rochester Region (2 counties): 25.79
- Capital District (4 counties): 29.92

Historic and Projected Per Capita VMT for Largest NYS Urban Metro Regions



Scenario of 10% VMT Reduction off Projected Growth in Largest NYS Urban Areas



NYS Scenario Estimated Results

	Daily VMT Reduction (mil miles)	Annual Fuel Reduction (mil gallons)	Annual Emissions Reduction (MMCO ₂ e)
New York City & 5 Counties	7.9	123.1	1.5
Buffalo	1.3	21.0	0.3
Rochester	1.0	15.0	0.2
Capital District	0.9	14.5	0.2
Total	11.1	173.7	2.2

COMMENT LOG DISPLAY

BELOW IS THE COMMENT YOU SELECTED TO DISPLAY.
COMMENT 12 FOR COMMENTS ON THE RTAC (SB375-RTAC-WS) - 1ST WORKSHOP.

First Name: Michael
Last Name: Rawson
Email Address: mrawson@pilpca.org
Phone Number:
Affiliation:

Subject: Data-housing affordability
Comment:

Received by ARB staff via email May 20, 2009.

'Lezlie--

Here are some data sources that address housing affordability, income, wages, parking and commute patterns:

Income and Housing Affordability

Out of Reach 2009 (Nat. Low Income Housing Coalition)
<http://www.nlihc.org/oor/oor2009/area.cfm?state=CA>

Housing Affordability Compared to Wage Levels and Commute Distances

Locked Out 2008 (Cal. Budget Project)
http://www.cbp.org/pdfs/2008/080212_LockedoutReport.pdf
See especially:
Table 3.2 (How Long Does It Take to Get to Work) [Analyzing Data from 2006 ACS]
Appendix A: HUD Fair Market Rents
Appendix B: Wages Needed to Afford Fair Market Rents
Tech. Notes, p. 49

Parking and Car Ownership Data for Below Market Rate (BMR) Housing

Parking Requirements and Affordable Housing (Congress for the New Urbanism)
<http://www.cnu.org/node/2241>

Rethinking Residential Parking (Non-Profit Housing Association of Northern California (NPH) (2001)

Commute Patterns of Low Income Persons

Daily Travel By Persons with Low Income (Federal Highway Administration)
<http://nhts.ornl.gov/1995/Doc/LowInc.pdf>

Bureau of Labor Statistics--Vehicle ownership and fuel consumption by income class
<http://www.bls.gov/cex/home.htm>

In addition, several of California's major nonprofit housing developers are now conducting studies of the commute distances and car ownership of their substantial low income tenant populations. Those results should be available in less than a month.

Let me know if you or other staff have questions.

Mike Rawson

Michael Rawson
Public Interest Law Project/
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Attachment:

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COMMENT 13 FOR COMMENTS ON THE RTAC (SB375-RTAC-WS) - 1ST WORKSHOP.

First Name: Dan
Last Name: Wayne
Email Address: dwayne@shasta.ca.us
Phone Number:
Affiliation: Shasta County RTPA

Subject: Mapping of Household Auto GHG Emissions
Comment:

FYI: GIS mapping project illustrating relationship between density, location, and GHG emissions.

<http://htaindex.cnt.org/>

Click on map, then 'Greenhouse Gas Impacts' tab.

Attachment:

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