

**From:**

Rajiv Bhatia, MD, MPH  
Director, Occupational & Environmental Health,  
San Francisco Department of Public Health  
Assistant Clinical Professor of Medicine, UCSF  
1390 Market Street, Suite 822  
San Francisco, CA 94102  
Email: rajiv.bhatia@sfdph.org  
Phone: 415-252-3982

**Proposed Strategy:**

***Highway Maximum Speed Limits Reductions to 55 MPH***

**Evaluation against CARB Climate Change Implementation Strategy Criteria:**

1. Whether the strategy can be adopted by ARB in calendar year 2009 or earlier:

YES

2. Whether the strategy can be legally effective by January 1, 2010:

YES, HIGHWAY SPEED ARE SET BY STATE LEGISLATURE IN VEHICLE CODE SECTION 22348-22366; CHANGES IN SPEEDS REQUIRE AN ACT OF THE LEGISLATURE

3. Whether the strategy relies on readily available mature technologies or options that have already been successfully demonstrated at an acceptable cost:

YES, REDUCING SPEED LIMITS WAS DEMONSTRATED TO BE FEASIBLE IN 1977 IN RESPONSE TO A WORLD OIL PRICE SHOCK; REDUCING LIMITS WOULD REQUIRE AN AMMENDMENT TO STATE LAW, REVISION OF SPEED LIMITS SIGNS; DRIVER EDUCATION; AND ENFORCEMENT

4. Whether the potential lifecycle GHG emission reductions are of sufficient magnitude to warrant the resources required to adopt and implement a regulation:

YES; SPEED LIMIT REDUCTIONS ARE HIGHLY COST EFFECTIVE; ACCORDING TO FEDERAL DATA ON SPEED AND FUEL ECONOMY RESERACHED AND PUBLISHED BY OAK RIDGE NATIONAL LABORATORIES, (<http://www-cta.ornl.gov/data/index.shtml>) A REDUCTION IN SPEED FROM 70 TO 55 RESULTS IN AN AVERAGE 17% IMPROVEMENT IN FUEL ECONOMY IN TERMS OF MILES PER GALLON; POTENTIALLY THIS TRANSLATES INTO BILLIONS OF GALLONS OF FUEL SAVED AND TENS OF BILLIONS OF TONS OF CARBON DIOXIDE EMMISIONS PREVENTED

5. Whether the strategy can be developed and implemented with available resources.

YES

6. The potential for adverse impacts on criteria or toxic emissions:

HIGHWAY SPEED LIMIT REDUCTIONS WOULD REDUCE CRITERIA AIR POLLUTANT EMISSIONS

7. The potential for disproportionate impacts on low-income communities or other disadvantaged sectors:

SPEED REDUCTIONS WOULD HAVE CO-BENEFITS TO LOW INCOME COMMUNITIES DISPROPORTIONATELY IMPACTED BY AIR POLLUTANTS; SPEED REDUCTIONS CAN INCREASE ROADWAY CAPACITY AND REDUCE PERIODS OF CONGESTION; COSTS TO LOW INCOME COMMUNITIES WILL BE LESS BECAUSE OF REDUCED VEHICLE OWNERSHIP AND DRIVING BEHAVIOR AMONG THIS ECONOMIC GROUP

8. The potential for disproportionate impacts on small businesses:

UNKNOWN

9. Significant loss of benefits due to leakage:

NO

10. Coordination opportunities with related actions that may have been taken or are planned by other entities including local agencies, the U.S. EPA, and international agencies such as the European Commission.

SPEED REDUCTION HAS BEEN INCORPORATED AS A CLIMATE CHANGE STRATEGY INTO EU POLICY AGENDA; SPEED REDUCTIONS CAN BE REPLICATED IN OTHER STATES