

Attachment 1: Description of Emission Reduction Measure Form

Please fill out one form for each emission reduction measure. See instructions in Attachment 2.

Title: Lower Speed Limit

Type of Measure (check all that apply):

- | | |
|-------------------------------------------------------|-----------------------------------------------------------|
| <input checked="" type="checkbox"/> Direct Regulation | <input type="checkbox"/> Market-Based Compliance |
| <input type="checkbox"/> Monetary Incentive | <input type="checkbox"/> Non-Monetary Incentive |
| <input type="checkbox"/> Voluntary | <input type="checkbox"/> Alternative Compliance Mechanism |
| <input type="checkbox"/> Other Describe: | |

Responsible Agency: ARB

Sector:

- | | |
|----------------------------------------------------|-------------------------------------------------|
| <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Electricity Generation |
| <input type="checkbox"/> Other Industrial | <input type="checkbox"/> Refineries |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Cement |
| <input type="checkbox"/> Sequestration | <input type="checkbox"/> Other Describe: |

2020 Baseline Emissions Assumed (MMT CO₂E):

Percent Reduction in 2020:

Cost-Effectiveness (\$/metric ton CO₂E) in 2020:

Description: Lower the maximum speed limit in the state to 55 or 60 mph. This could save an estimated 10% of the fuel we use on the highway, or at least that's what we discovered when we lowered our speed. In addition to saving fuel, it would probably lead to fewer accidents, which would in turn cause fewer traffic jams, causing less idling, so it might save more. The implementation, which may consist of changing some highway signs would be relatively easy and fast. Persuading the legislature to make the decision might take longer.

Emission Reduction Calculations and Assumptions:

Cost-Effectiveness Calculation and Assumptions:

Implementation Barriers and Ways to Overcome Them: The primary barrier might be political, in that legislators might worry about angry constituents. Educating the public as to the amount of gas to be saved and the amount of GHG not emitted may overcome

this. Facts regarding accident statistics and the relationship of accidents to speed might help too.

Potential Impact on Criteria and Toxic Pollutants:

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