

ARB Clerk of the Board

From: Mike Bullock <mike_bullock@earthlink.net>
Sent: Sunday, March 18, 2018 9:31 AM
To: ARB Clerk of the Board
Subject: CARB Meeting Mar 22 to set GHG SB 375 reduction targets comments due 3/19
Attachments: PlatformTrans2018.docx; LDV_RequirmentsToAchieveNeededTarget.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear CARB Clerk of the Board,

Please ensure that the attached Word file, the attached power point file, and the following email letter to go to the CARB and its staff, for their consideration for any decision that they might make at their March 22nd meeting in Riverside.

Dear CARB:

As supported by the 2nd bullet of the California Democratic Party (CDP) Platform's Transportation sub-plank (attached), please assign, to the Metropolitan Planning Organizations ("MPOs"), Regional Transportation Plan (RTP) driving-reduction targets, that have been shown by science, to support climate stabilization. To do this, CARB will need to, as supported by the 4th bullet of the CDP Platform's Transportation sub-plank, create a state plan showing how cars and light-duty trucks can hit climate-stabilizing targets by defining enforceable measures to achieve necessary fleet efficiency and per-capita driving limits.

Creating this plan will help the MPO's decide how they want to achieve the targets. It will also show the logical division of responsibility, between MPOs and the State, in solving this problem. This work would improve upon your latest Scoping Plan work, which currently falls far short of what is needed to solve the GHG-emission problem posed by cars and light-duty trucks.

Many of the enforceable measures that will probably be needed in the Plan are also official policies of the CDP, as shown in the aforementioned sub-plank. The result of this work may be the 25% reduction that is perhaps currently being suggested by your staff.

However, one such plan, that was peer reviewed by the Air and Waste Management Association, derived an SB 375 target (except it was for year 2030, instead of 2035, but was, as is SB 375, a per-capita driving reduction, with respect to the baseline year of 2005) of 32%.

Your staff needs to create the above-described plan so the public can easily understand what the targets will accomplish and how they can be achieved.

To be clear, here is the official position of the California Democratic Party, with the bullets being used here, highlighted in **red**, if they are related, and in **bold red**, if they are directly applicable:

Transportation

- Support vehicle regulations to provide healthier air for all Californians, strong and workable low-emission and zero-emission vehicle standards that will continue to be a model for the country, and Clean Vehicle Incentive programs to include the installation of charging

infrastructure, and provide assistance to small businesses to meet the low-emission standards;

- **Demand Regional Transportation Plan (RTP) driving-reduction targets, shown by science to support climate stabilization;**
- Work for equitable and environmentally-sound road and parking operations; support strategies to reduce driving, such as creating smart growth and “complete streets,” teaching bicycling traffic skills, and improving transit, from local systems to high-speed rail;
- Work for shared, convenient, and value-priced parking, operated with a system that provides financial support to those paying higher costs or receiving a reduced wage due to the cost of providing the parking;
- **Demand a state plan outlining how cars and light-duty trucks can hit climate-stabilizing targets by defining enforceable measures to achieve necessary fleet efficiency and per-capita driving limits;**
- Support policies, including tax policies and the use of Greenhouse Gas Reduction Fund (GGRF) grants, that empower business owners, especially small business owners, to make investments in transportation infrastructure to ensure that freight moves by lower-emission local, short-line freight railroads, instead of adding to highway congestion and pollution;
- **Support the design and implementation of a single, environmentally-sound technology system that will collect and distribute fees for the use of roads, parking, and transit that is both economically fair and convenient and protects user privacy and the interests of low-income users;**
- Work for the electrification of all trucking and transit systems; and,
- **Work to ensure that freeway expansion projects are subordinate to more sustainable alternatives that will result in more jobs and more economic growth.**

Highest regards,



Mike Bullock
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Elected Member of the San Diego County Democratic Party Central Committee

Satellite Systems Engineer, 36 years (Now Retired)

Air and Waste Management Association published and presented papers:

Author, ***The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving***

Author, ***A Climate-Killing Regional Transportation Plan Winds Up in Court: Background and Remedies***

Co-author, ***A Plan to Efficiently and Conveniently Unbundle Car Parking Cost***