

Transportation Solutions Defense and Education Fund

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April 18, 2017
By E-Mail

Cynthia Marvin, Division Chief
Transportation and Toxics Division
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Re: EMFAC's SB 375 Compatibility

Dear Ms. Marvin:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental non-profit advocating for the regional planning of transportation, land use and air quality, with a focus on climate change. In our recent reviews of the Bay Area Clean Air Plan FEIR and 2017 Plan Bay Area DEIR, we have identified a serious error in the analysis of regional GHG emissions that we believe is the result of inadequate support and guidance from ARB.

Both of these documents find that, because regional emissions declined, the respective plans have no significant CEQA impacts on regional GHG emissions. Table 3.3-4 (p. 3.3-6) of the CAP FEIR offers no projection of regional emissions beyond 2020, making it useless in identifying the effectiveness of the CAP for climate protection. Both the CAP FEIR Table 3.3-4 and Table 2.5-11 (p. 2.5-41) of the PBA DEIR rely on EMFAC for calculating transportation GHGs. EMFAC's outputs include the state-level Scoping Plan measures in its projection of future GHG levels.

TRANSDEF asserts that these analyses fail to comply with the legislative intent of SB 375, as expressed in these legislative findings:

...greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve **significant additional** greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32. (Chapter 728, Statutes of 2008, Section 1(c) and (i), emphasis added.)

Adding back the state-level emissions reductions into the PBA regional totals produces a 7.6% increase in regional emissions, rather than the claimed 13% reduction. (Note that this calculation includes the claimed reductions for MTC Climate Initiatives Program, which will be the subject of future DEIR comments, due to our scepticism about the validity of these "measures.")

It should be obvious that **increases in regional emissions threaten the Scoping Plan's effectiveness in achieving state climate targets**. This is precisely why the Legislature enacted SB 375. TRANSDEF respectfully requests that ARB provide MPOs with guidance as to the proper methodology for evaluating regional GHG emissions, and make an SB 375 version of EMFAC available to make it easy for MPOs to calculate regional emissions without the reductions that come from state-level Scoping Plan measures.

Conclusion

Bay Area regional GHG emissions keep growing, despite the explicit legislative intent of SB 375 to mandate MPOs to secure emissions reductions beyond those accomplished at the state level. The growth in regional VMT is undoing the emissions reductions being achieved by the state and endangering the state's attainment of its climate targets.

We appreciate this opportunity to call ARB's attention to a serious structural defect in its administration of SB 375, and look forward to a response.

Sincerely,

/s/ DAVID SCHONBRUNN

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