Comments on the Nishi Project January 10, 2018

Planning commissions are charged with evaluating the full impact of new projects and making a balanced decision considering all the elements of a project. As the former director of the Yolo-Solano and Sacramento Air Quality Management Districts over 22 years, I have been part of evaluating many projects and certainly understand the importance of air quality as an element of an environmental review. When I began this work in 1995, air pollution from vehicles overwhelmed other sources, and air professionals knew that addressing vehicular air pollution would be part of their mission into the foreseeable future. We have made tremendous progress in meeting that challenge.

Along with reducing vehicular pollution, we have learned the importance of sustainable development where ideally VMT is reduced, transit is available and where biking and walking are ready options for residents. Logically, many of the best sites for sustainable development were often close to roadways and within the boundaries of our already developed cities but had higher health impacts due to near road air pollution. For this reason, among others, California air professionals and the industry worked steadily to improve fuels, reinvent engines and filtration systems and more recently have rapidly moved toward a zero or near zero emission fleet on roadways. Likewise, rail locomotives have become dramatically cleaner. You can see these improvements on the attached files from ARB presentations both for NOx and PM2.5 as well as greenhouse gases. These steady improvements now make projects like Nishi feasible and appropriate. Plans and funding in place at the state ensure these already dramatic reductions in vehicular pollution will continue well into the 2030's both to support improved air quality and state greenhouse gas reduction goals.

Additionally, to minimize impacts on residents, the developers of the Nishi project have agreed to stringent mitigations that will greatly reduce remaining air quality impacts, and really the design of the project itself is a mitigation, with proper orientation, high efficiency air filtration and green buffers along I-80. Importantly, the temporary population that will live there while attending UCD also minimizes any long term impacts on residents.

As the UCD Chancellor noted in his January 8th Op Ed, smart development in Davis must complement UCD efforts to accommodate their student population. The Nishi project is such a project, oriented toward the campus, while importantly supporting City financial and business needs. Students living there will not drive to campus and in many cases the location will eliminate their need to own a vehicle, as they would have if Nishi was not developed. This will reduce congestion on Davis roads, eliminate those vehicles from the general air pollution mix and provide a financial benefit to students who do not have to purchase a car to attend the university.

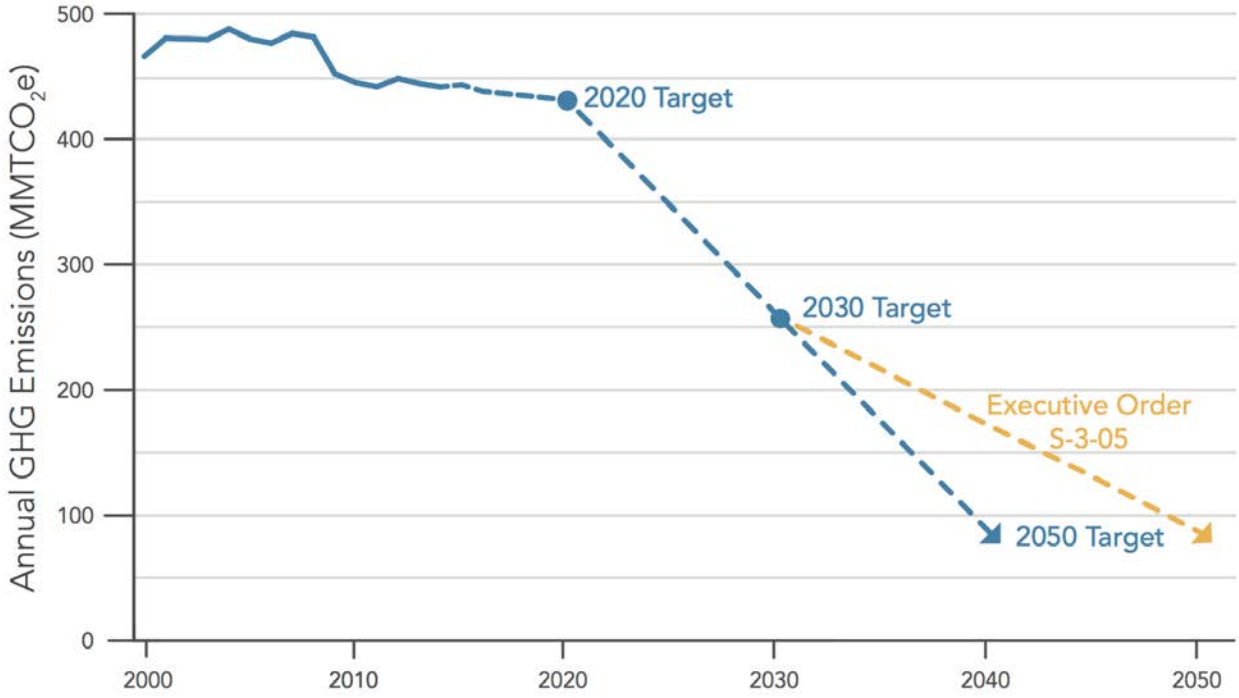
Larry F. Greene

This chart shows the NOx and PM2.5 inventory reductions based on the latest ARB Truck and Bus rule. You can see the continued reductions over the next years.

M20

	A	B	C	D	E	F
1	STWD NOx					
2		EMFAC201	Baseline	Adopted	Proposed	
3	2010	522.95	557.43	557.43	557.43	
4	2011	504.36	519.75	519.75	519.75	
5	2012	481.73	472.40	460.61	460.61	
6	2013	457.20	442.40	418.54	418.54	
7	2014	420.37	403.46	346.46	350.89	
8	2015	374.65	377.47	308.53	318.90	
9	2016	337.82	352.74	259.01	281.72	
10	2017	313.84	330.22	247.14	267.88	
11	2018	291.17	310.64	238.47	241.55	
12	2019	273.37	294.25	231.26	233.70	
13	2020	240.06	280.93	217.57	211.05	
14	2021	205.54	270.73	202.01	199.17	
15	2022	187.91	259.63	196.62	195.32	
16	2023	156.94	250.39	155.33	156.43	
17	2024	160.61	242.14	158.59	159.52	
18	2025	163.89	236.13	162.03	162.80	
19						
20						
21	STWD PM2.5					
22		EMFAC201	Baseline	Adopted	Proposed	
23	2010	18.513	19.351	19.359	19.36	
24	2011	18.189	18.613	18.624	18.62	
25	2012	16.494	16.939	16.433	16.43	
26	2013	13.711	15.661	13.470	13.47	
27	2014	8.450	14.291	8.341	8.706	
28	2015	6.617	13.009	6.555	7.370	
29	2016	5.679	11.864	4.879	6.066	
30	2017	5.151	10.854	4.785	5.852	
31	2018	5.028	9.998	4.776	5.072	
32	2019	4.942	9.343	4.778	5.026	
33	2020	4.758	8.835	4.643	4.617	
34	2021	4.595	8.377	4.496	4.493	
35	2022	4.626	7.871	4.564	4.566	
36	2023	4.599	7.402	4.473	4.492	
37	2024	4.690	6.965	4.555	4.571	
38	2025	4.795	6.677	4.664	4.677	
39						

Figure 5: Plotting California's Path Forward



This chart is from the Scoping Plan approved by the ARB in December 2017.

Larry F. Greene served as the Executive Director of the Sacramento Metropolitan Air Quality Management District (2004–2017) and the Yolo-Solano Air Quality Management District (1995–2004). In this capacity, he led both organizations in addressing air quality issues in the Sacramento Region through regulating polluting industries and processes, operating air monitoring stations, evaluating and interfacing with multiple land use projects in cities and counties, providing funding and support for upgrading on and off-road equipment, and developing state and federal air quality plans. He twice served as President of the California Air Pollution Control Officers Association (CAPCOA) representing the 35 air districts in California and during his career served as a permanent member on the CAPCOA Board of Directors. He served on the National Association of Clean Air Agencies (NACAA) Board of Directors as Co-Chair of the Global Warming Committee and as Co-President. Larry has a Bachelor's Degree in Science Education from NC State University, and Master's Degrees in Logistics Management from Florida Institute of Technology and Human Resources Education from Boston University. Larry retired in 1995 as a Lieutenant Colonel from a 23-year career with the US Army where his main focus was in logistics and petroleum operations. He is a resident of Woodland, but resided in Davis for 25 years from 1992 to 2017.