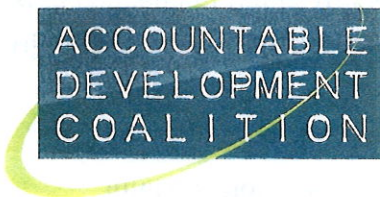
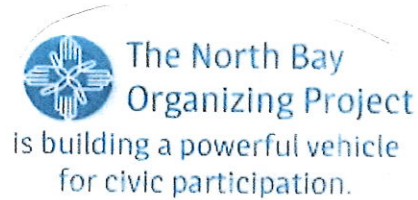


SCTLC

SONOMA COUNTY TRANSPORTATION & LAND USE COALITION



September 27, 2016

Mary Nichols, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: 2030 Target Scoping Plan Update, Transportation Sector

Dear Ms. Nichols:

The undersigned organizations in Sonoma County, thank you for your leadership to meet the goals of SB 32 for greenhouse gas reductions. We greatly appreciate the work now taking place to make the 2030 scoping plan realistic and effective. In the course of development of the Sonoma County Climate Action Plan we have observed that local policy makers need a great deal of guidance to craft effective strategies. Thank you for making your process transparent, and for seeking widespread participation.

We support the vision set forth in the documents "Vibrant Communities and Landscapes: A Vision for California in 2050" and "Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)." We agree that it is essential to:

1. Establish statewide, regional, and local performance measures that support each other
2. Update all greenhouse gas reduction targets to achieve 2030 and 2050 greenhouse gas emissions

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3. Support transportation policies that reduce vehicles miles traveled (VMT) and promote infill development
4. Develop financing, regulatory, and other tools to protect agricultural lands and open space.

However, we are concerned that the importance of making hundreds of communities walkable, with convenient public transportation and affordable housing must be more fully considered to make the program successful. We ask you to address the following issues in future drafts of the Scoping Plan:

- 1) Train the next generation of travelers to use transit. Provide free transit passes for K-college students; and include whoever may have to assist disabled, minor or other users with the pass. Transit is for everyone, not just the poor.
- 2) Train planners and traffic engineers to make walking and bicycling safe and culturally attractive in every community. Enable safe 18 MPH speed limits to enhance commercial and residential zones. Recognize that auto travel is still the most dangerous form of transportation per mile traveled.
- 3) Convert existing lanes on freeways of three lanes or more to High Occupancy Vehicle lanes rather than building new HOV lanes. It's much more economical and will reduce Vehicle Miles Traveled. Building new lanes, even HOV lanes will not reduce VMT from existing levels.
- 4) Reallocate funding streams to adequately fund expansion of transit operations and development.
- 5) Emphasize the importance of building enough walkable neighborhoods with affordable housing near high-quality transit. Prevent the displacement of low-income families in existing dwellings with high walk-scores.
- 6) Encourage conservation strategies that help meet the fiscal, climate and transportation goals of compact city development such as: a) urban growth boundaries, b) community separators, and c) agricultural and open space districts that undertake to preserve farmlands and the character of semi-rural communities.
- 7) Address the needs of smaller towns and rural areas in VMT reduction strategies. Informal and formal car-sharing, as well as appropriate public transportation systems can be developed so that car ownership becomes optional. Consider revision of the price signals, such as "free" parking and underpriced fuel that now make costly automobiles seem affordable.

Mary Nichols, Chair
California Air Resources Board
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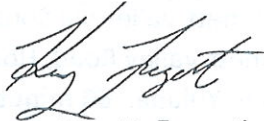
8) Identify the GHG and health Impacts of goods movement in suburban and rural Communities. In addition to its GHG impacts, diesel exhaust poses health problems near freeways in suburban and rural communities. Substitution of NH₃ (anhydrous ammonia) for 70-90% of diesel fuel could be a speedy and economical way of reducing these problems in many parts of the State.

We appreciate the clean air leadership that you have exercised for many years and your efforts to achieve California's essential climate goals. Thank you for considering our requests. Your ongoing commitment to create more sustainable, equitable and healthy communities is greatly needed.

Sincerely,



Michael Allen, Chair,
Accountable Development Coalition



Kerry Fugett, Executive Director,
Sonoma County Conservation Action



Willard Richards, Chair,
Sonoma County Transportation and
Land-Use Coalition



Gerry La Londe-Berg, Chair
NBOP Transit Riders United

cc: Each member of the Air Resources Board