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September 27, 2016

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

Re: Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel

Dear Honorable Nichols,

Thank you for the opportunity to review the Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel. We appreciate the ARB's initiative in encouraging discussion and soliciting feedback early in the development of these important strategies. We reviewed the list of *potential* additional strategies that the State could pursue to help achieve further VMT reduction, support local and regional actions already underway, and advance multiple additional goals and have the following suggestions:

For over 40 years, The Trust for Public Land has conserved land for people to enjoy as parks, gardens, and other natural places; and built parks and other green infrastructure in our urban environment, ensuring equitable and livable communities for generations to come. We believe that The Trust for Public Land can serve as a valuable partner in the effort to achieve your ambitious and necessary efforts to cut GHG emissions while simultaneously realizing critical benefits to public health and natural resources; as well as economic, equity, and resiliency outcomes.

Section I: Tools to Support More Efficient and More Equitable Development:

A. Infill Development and Land Conservation:

a. We suggest the addition of "[e]ncouraging land conservation by easements or in fee in order to avoid conversion of our natural and working lands and promote infill development." Promoting and strengthening Urban Growth Boundaries (on p.2) is only one way to protect natural and working lands while ensuring compact development patterns.

Section II: Infrastructure Investment that is Consistent with the State's Conservation, Development, and Health Goals

We believe that there should be an additional strategy of "I. Urban Greening". With increasing heat waves come the localized urban heat island (UHI) effects on pedestrians and bikers including heat stroke, heat exhaustion or heat cramps, which can deter commuters from taking transit and shifting toward driving. This is a potentially detrimental to the considerable mass transit investments currently taking place in Southern California. When strategically placed to combat UHIs in our cities and communities, Urban Greening can help to reduce VMTs by cooling down land surface temperatures and thus making it safer easier, and more enjoyable for people to walk or bike to/from transit and short distance destinations and by providing close-to-home play and recreational opportunities. Urban greening is also

proven to calm traffic, sequester carbon, and reduce the heat island effect. The Trust for Public Land has developed methodologies and mapping tools for quantifying the potential reduction of GHGs and climate change resilience benefits of strategically placed urban greening and can partner with the State to provide more information about these benefits.

Thank you for the continued opportunity to provide input into the 2030 Target Scoping Plan Update and GGRF programs. Please let me know if you have any questions or require further information.

Sincerely,

A handwritten signature in black ink, reading "Mary E. Creasman". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Mary E. Creasman

California Director of Government Affairs
The Trust for Public Land