



## San Francisco Bay Chapter

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25 September 2015

Chair Julie Pierce and Commissioners  
Contra Costa Transportation Authority  
Suite 100  
2999 Oak Road  
Walnut Creek CA 94597

Via D. Rosenbohm danice@ccta.net

Re: Countywide Comprehensive Transportation Plan (CTP)

Dear Chair Pierce and Commissioners:

The Sierra Club is following the progress of the CTP and is very much interested in a long range transportation plan that will achieve well-known greenhouse gas (GHG) emissions targets.

For your reference, here are four GHG emissions targets from the 2013 Plan Bay Area and Governor Brown's Executive Orders which seek to achieve in chronological order:

- 1) By 2020, a reduction in GHG emissions per capita of 7%;
- 2) By 2030, a reduction of GHG emissions to 40% below 1990 levels;
- 3) By 2035, a reduction in GHG emissions per capita of 15%; &
- 4) By 2050, a reduction in GHG emissions to 80% below 1990 levels.

The 2013 Plan Bay Area has two GHG per capita targets relative to 2005—a 7% reduction by 2020 and a 15% reduction by 2035. Will the CTP lead to achieving these two targets?

Governor Brown issued Executive Order B-30-15 earlier this year. A part of the Executive Order states, "IT IS HEREBY ORDERED THAT 1. A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050." Will the CTP lead to achieving the 2030 target?

Regarding the 2050 greenhouse gas emissions target, Governor Brown issued Executive Order B-16-2012 in 2012. A part of this Executive Order states, "IT IS FURTHER ORDERED that California target for 2050 a reduction of greenhouse gas emissions from

the transportation sector equaling 80 percent less than 1990 levels.” Will the CTP lead to achieving the 2050 target?

Caltrans’ draft California Transportation Plan 2040, on related matters, contains information about the policies and strategies that may be required to meet the 2050 GHG target. Receiving mention—by no means an exhaustive list—are:

- Doubling transit service and speeds;
- Making transit fares free;
- Prioritizing transit and high-occupancy vehicles over single-occupancy vehicles;
- Creating incentives for drivers of zero emission vehicles to add to their numbers;
- Aggressively expanding active transportation; &
- Avoiding the funding of projects that add road capacity & increase maintenance costs.

Will these sorts of policies and strategies that are set out in the draft California Transportation Plan 2040 be considered as the CTP is developed?

The Authority’s current long range plan provides information showing that by 2030 vehicle miles traveled (VMT) will increase by 50% (from 2007) and that the county’s population will increase by 22% (from 2008). This means that VMT per capita will increase by approximately 22%. The 2009 plan states—

Vehicle miles traveled are closely correlated with increased levels of GHGs...Reducing vehicle miles traveled will require getting people out of their cars and onto buses, trains or bicycles. Actions will likely involve discouraging driving and making walking, bicycling and transit more attractive.

Given the close correlation, reducing GHG emissions per capita to meet the 2013 Plan Bay Area’s targets suggests the new CTP will need to be significantly different from the 2009 CTP, to “(get) people out of their cars and onto buses, trains or bicycles.”

If you have any questions about this letter, please contact me at [mwillia@mac.com](mailto:mwillia@mac.com). I look forward to receiving your response. Thank you for your consideration.

Sincerely,



Matt Williams  
Chair, San Francisco Bay Chapter Transportation and Compact Growth Committee

cc: Association of Bay Area Governments  
Metropolitan Transportation Commission  
Chair, Chapter Executive Committee  
Delta Group  
Mount Diablo Group  
West Contra Costa Group