



Community Environmental
Advisory Commission

CONSENT CALENDAR
September 15, 2020

To: Honorable Mayor and Members of the City Council

From: Community Environmental Advisory Commission

Submitted by: Ben Gould, Chairperson, Community Environmental Advisory Commission

Subject: 100% Sustainable Trips by 20452040

RECOMMENDATION

Adopt the attached Resolution, setting a goal of achieving ~~100~~50% of trips taken by sustainable modes by 2030 and 100% by 20452040, and refer to the Community Environmental Advisory Commission, the Energy Commission, and the Transportation Commission to develop relevant proposals and recommendations for accomplishing that goal.

POLICY COMMITTEE RECOMMENDATION

On July 1, 2020, the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee adopted the following action: M/S/C (Harrison/Robinson) to send the item back to council with a qualified positive recommendation, amending the recommendation to add a definition of a trip, and to achieve a 50% improvement of sustainable trips by 2030 and 100% by 2040. Vote: All Ayes.

FISCAL IMPACTS OF RECOMMENDATION

Potential for some additional staff time required to serve commission meetings.

CURRENT SITUATION AND ITS EFFECTS

Berkeley envisions a radically different city within the next 30 years: a future in which every car, truck, bus, and motorcycle on Berkeley streets run on clean, renewable resources.

This fossil-fuel free city won't invent itself. However, given current trajectories, it is clear that Berkeley requires aggressive policy approaches to phase out the use of fossil fuels for transportation and re-envision the way we get around our city. Berkeley must explore aggressive and transformative approaches to solve our linked transportation and climate crises.

Setting the goal of 100% sustainable trips by 20452040 aligns with Berkeley's Strategic Plan, advancing the goal to be a global leader in addressing climate change, advancing

100% Sustainable Trips by [20452040](#)

environmental justice, and protecting the environment. [Trips are defined here as consistent with the Federal Highway Administration's National Household Travel Survey Glossary.](#)¹

At a regular meeting on Thursday, November 14, 2019, the Community Environmental Advisory Commission unanimously approved a motion to send the *100% Sustainable Trips by 20452040* recommendation to City Council (M/S/C Hetzel, Gould. Ayes: Simmons, Varnhagen, Hetzel, De Loen, Goldhaber, Gould. Abstained: None. Absent: Ticconi).

BACKGROUND

In June 2018, the Berkeley City Council unanimously declared a state of Climate Emergency. Coupled with a resolution to become a Fossil Fuel Free city and subsequent goals of carbon neutrality, Berkeley has officially acknowledged the need for robust social change—one that can only be facilitated by an equally robust policy response. Moreover, with the clear disconnect between state, federal, and even international approaches towards the climate crisis, it is clear that local governance ought to take a greater role in actively finding, drafting, and implementing solutions.

As such, since June 2019, the Community Environmental Advisory Commission has workshopped various sustainable mobility measures in order to address this local concern. These proposals rise to the challenge of inventing new visions for a sustainable future, ranging from eliminating the sale of gasoline within City limits to a wholesale prohibition on the operation of fossil-fuel powered vehicles on City streets.

In neighboring San Francisco, which has had a long legacy of transit-first policy and recently reached over 50% of trips taken by sustainable modes, Mayor London Breed has set the goal of achieving 100% of trips taken by sustainable modes – walking, biking, transit, and EVs – by 2040.

ENVIRONMENTAL SUSTAINABILITY

Moving 100% of trips to sustainable modes by [20452040](#) will have significant environmental benefits if achieved, reducing Berkeley's greenhouse gas emissions by over 60% from a 2019 baseline and positioning the City to achieve the voter-mandated target of an 80% reduction below 1990 levels by 2050.

RATIONALE FOR RECOMMENDATION

¹ See [NHTS Glossary: Abbreviations, Travel Concepts and Glossary of Terms, https://nhts.ornl.gov/2009/pub/UsersGuideGlossary.pdf](https://nhts.ornl.gov/2009/pub/UsersGuideGlossary.pdf)

100% Sustainable Trips by 20452040

As things currently stand, Berkeley is extremely unlikely to meet its carbon reduction and fossil-free goals without aggressive action on transportation decarbonization and investment in sustainable mobility alternatives.

Adopting this goal will empower City commissions and staff to develop and propose more aggressive solutions that are effectively targeted to the scale of the problem.

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager takes no position on the content and recommendations of the Commission's Report.

CONTACT PERSON

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Attachments: Resolution

RESOLUTION NO. ##,###-N.S.

100% Sustainable Trips by 20452040

WHEREAS, concentrations of greenhouse gases (GHGs) continue to reach new records and are at some of the highest levels in the millennia; and

WHEREAS, the latest analysis from the Global Atmosphere Watch program of the World Meteorological Organization shows that globally averaged surface mole fractions for carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) reached new highs in 2017, with CO₂ at 405.5 ± 0.1 ppm, CH₄ at 1859 ± 2 ppb, and N₂O at 329.9 ± 0.1 ppb—these values constituting, respectively, 146%, 257% and 122% of preindustrial levels; and

WHEREAS, carbon dioxide is the single most important anthropogenic GHG in the atmosphere, primarily because of emissions from combustion of fossil fuels; and

WHEREAS, the current climate crisis leads to sudden climate risks: floods, drought, extreme weather (including hurricanes and cyclones, torrential rains, storm surges, sand and dust storms, heatwaves, wild fire and cold spells), landslides and glacial lake outburst floods; and

WHEREAS, there are also slow onset impacts: higher temperatures, sea level rise, rainfall variability, reduced river flows, changing seasonal patterns, changes in species distribution, invasive species, changes in disease distribution, soil and coastal degradation, erosion, desertification, ocean acidification, coral bleaching, salt water intrusion, changes in ocean circulation patterns, and glacier or permafrost melting; and

WHEREAS, such hazards, together with other factors, create a pattern of vulnerability expected to affect all economic sectors, in particular water resources, agriculture, ecosystems, health and forestry; and

WHEREAS, while most sectors made similar percentage contributions to the GHG emission growth in 2010 and 2016, global transport emissions experienced disproportionate growth; and

WHEREAS, according to the U.S. Energy Information Administration, transportation (which includes cars, trucks, trains, etc.) has now eclipsed electric power sector as the largest emitter of CO₂ at 1.9 billion tons annually; and

WHEREAS, while the global market share for electric vehicles (EVs) is still small, with 3 million sales in 2017, a multi-layered policy package comprised of financial incentives and behavioral incentives (e.g. allowing EV drivers to use bus lanes and free public parking) contributed to higher EV sales in Norway; and

WHEREAS, nationally and locally, core climate policies are not in place, existing carbon rates are too low and inconsistent, and broad fiscal systems are not well aligned with decarbonization; and

WHEREAS, in recent years, political attention has been acknowledging the increasingly important role of nonstate and subnational actors such as cities, regions, civil society organizations, and local governance; and

WHEREAS, while Berkeley City Council unanimously declared a state of Climate Emergency in June 2018; and

WHEREAS, Berkeley has passed a resolution to become a Fossil Fuel Free City with a goal of carbon neutrality; and

WHEREAS, the City of Berkeley Climate Action Plan has commendable goals of 33% reduction in greenhouse gases compared to 2000 by 2020 and 80% reduction by 2050; and

WHEREAS, the December 7, 2017 report from City staff showcase that there was only a 12% reduction as of 2015, indicating that the City is well behind in achieving both its 2020 and 2050 goals; and

WHEREAS Berkeley's Strategic Plan sets the goal of being a global leader in addressing climate change, advancing environmental justice, and protecting the environment, it will be unlikely at this current trajectory; and

WHEREAS, the price of inactivity is only rising as harms are only exacerbated, showcasing the need to act with urgency; and

WHEREAS, several studies provide estimates of the global emission reductions that could be achieved, if existing good practice policies were replicated universally; and

WHEREAS, the City and County of San Francisco has adopted the goal of 100% of trips by sustainable modes by 2040;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City is committed to ensuring ~~50-100~~ 100% of trips which begin or end within Berkeley use sustainable modes – walking, bicycling, public transit, or electric vehicles – no later than ~~2030~~ 2045.

BE IT FURTHER RESOLVED the City is committed to ensuring 100% of trips which begin or end within Berkeley use sustainable modes no later than 2040.

BE IT FURTHER RESOLVED that the City of Berkeley aims to achieve a zero-emission transportation sector no later than ~~2045~~ 2040.

