



ECOS
ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

ECOS Transportation, Air Quality & Climate Change Committee

Thursday, July 7th, 2016, 6:00 pm

Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

Attendance: Shrayas Jatkar, Candace Rutt, Nailah Pope-Harden, Rick Bettis, Guy Hall, Betsy Weiland, Lynne Goldsmith, Alex Reagan (ECOS staff), John Deeter (Co-chair).

6:00 p.m. -- Welcome, Introductions, Check-Ins, and Changes to Agenda

6:05 p.m. -- Advanced Clean Transit Rule, to promote zero emission buses statewide
Shrayas Jatkar (Coalition for Clean Air)

***Jatkar:** Coalition for Clean Air originally in the 1970s dealt with criteria air pollutants largely in LA but now focused on more general transportation issues principally in disadvantaged communities (such as cap & trade subsidies for electric vehicles). CCA helped get SB 535 passed, which requires that 10% of Cap and Trade funds go to disadvantaged communities.*

The original Clean Transit Rule (developed by CARB and adopted in 2000) was intended to reduce exhaust pollutants from diesel buses by giving transit agencies the choice of two paths: (1) cleaning up existing buses with filters and purchasing new diesel buses that meet stricter emission standards, or (2) moving toward natural gas (CNG) as the preferred fuel. The proposed Advanced Clean Transit Rule is a further step towards ZERO tailpipe emissions (including particulates), requiring the replacement of internal combustion engines (ICEs) with electric propulsion provided by fuel cells or batteries (ZEVs). This rule applies only to public transit buses, and not to school buses (covered by separate regulation), and is set to go into effect on Jan. 1, 2018. The Advanced Rule would affect new vehicle purchases, and not force the early retirement and replacement of transit agencies' existing buses. Some small transit agencies have begun replacing ICE buses with zero-emission buses (ZEBs). Push-back from larger transit agencies (including Sac. RT) which have invested in CNG technology (refueling stations, etc.). The CA Transit Association is supporting this position.

CCA is seeking to apply pressure to Regional Transit and other local agencies to comply with the new regulation. The Coalition is finalizing language for a statement that ECOS and others can endorse.

Discussion: Will this rule make a difference? There are only 11K transit buses in CA, but demonstration of benefits of zero emission buses might stimulate the development of zero emission propulsion useable by the more numerous large trucks. Incentives include some a cap & trade subsidy of \$95 K per bus toward purchase price, about half of the delta cost compared to ICE buses. Associated benefits of zero emission buses include less maintenance, better road performance, no noisy ICE, health benefits for asthma sufferers, etc.

Electric utilities gain in switch to EVs. Trend now is toward battery powered EVs rather than fuel cells, since battery costs are coming down more rapidly. Also, H2 to power fuel cells is usually produced from methane which still generates CO2 but at the plant rather than the tailpipe.

Perhaps Sac. RT could be induced to implement an ACTR demonstration program. The Air Quality District and SMUD should be involved as well. Push for demonstration project that serves a disadvantaged community.

Try to schedule a follow-up presentation to the ECOS Board at its Sept. meeting, with a more concrete proposal for ECOS to endorse.

Contact information for Shrayas Jatkar: <shrayas@ccair.org>, 916-527-8050.

6:45 p.m. -- Proposed County-wide Transportation Tax Measure B (Sacramento Transportation Authority)

ECOS's Position and Possible Actions -- All

All the jurisdictions in Sacramento County endorsed the draft Measure B, and STA approved it for the November election. The ECOS Exec. Cmte. is inclined to stay neutral on Measure B, although it recognizes that the measure allocates too much for roads and too little for transit. The Sierra Club is also likely to remain neutral. SARA and STAR are opposing Measure B, and are currently drafting a statement for the voter's pamphlet.

7:05 p.m. -- Progress report on updating the ECOS 50 Year Transportation Vision
John Deeter (TAQCC co-chair), all

Deeter: Meeting of the Transportation Vision subcmte last Wed. (6/30), with decision to set aside much of the supplemental material proposed for the Vision document and concentrate on the Vision statement and essential material, perhaps restricted to background, principles, and guidelines for implementation. TAQCC cmte members are encouraged to help write and edit the Vision, available on-line as a Google document.

7:20 p.m. -- Other Business and Announcements / Possible topics for future meetings:
Sacramento Regional Transit's plans for ESC service, Downtown Sacramento Transportation Plan (Grid 2.0), City of Sacramento Bicycle Master Plan, Tri-city proposed bike-share program

Hall: recommends TED talk on Uber's plan to get more people into few cars

<<https://go.ted.com/CTjk>>.

Bettis: Caltrans is sponsoring workgroups next week on the impact of the State transportation vision on MTPs. More info here: <<http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>>.

7:30 p.m. -- Adjourn

Next TAQCC meeting: Thursday, Aug. 4th, 6:00 pm, at Mogavero Architects, 2012 K St.

Other upcoming events of interest:

July 7, 12 noon, 1418 19th St. -- Sacramento Transit Advocates & Riders meeting

July 18, 6 pm, location TBD -- ECOS Board meeting (change to third Monday of odd months)