



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, June 4, 2020, 5:45 p.m.
Videoconference, hosted by Zoom

Meeting Notes

5:45 p.m. – Social time -- meet and greet

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

Attendance: Dale Paige (Citizens Climate Lobby), Megan Shumway, Susan Herre, Robert Meagher, Oscar Balaguer, Dan Allison (STAR), Ed Smeloff (Vote Solar), Chris Brown (Sac. Climate Coalition), May-Lin Chang, Doug Thompson (350 Sac.), Goli Sabha (350 Sac.), Anabel Crouch, Patricia Olson, Alex Reagan (ECOS staff), Ralph Propper (ECOS Pres.) Lynne Goldsmith (co-chair), John Deeter (co-chair).

Guests: Bill Magavern (Coalition for Clean Air), Laurie Litman (350 Sac. Pres.), Rick Codina (350 Sac.)

6:05 p.m. – California air quality regulations & upcoming decisions by the
CA Air Resources Board

- Bill Magavern (Coalition for Clean Air)

Magavern: State of the Air Report: Sacramento ranks fifth worst for ozone and 11th worst for particulate matter (PM) in the entire country. Only regions in the U.S. with air quality worse than Sacramento are Southern California and San Joaquin Valley. SMUD should shut down its fossil fuel power plants as quickly as feasible.

Air pollution is dominated by mobile, on- and off-road sources, particularly heavy trucks. Other sources of air pollution -- trains, planes, and ships -- are federally regulated, but California could set its own stronger standards for the other mobile sources. California has been denied stronger standards only twice. under George W. Bush and the current President who revoked an existing exemption.

The California Air Resources Board (CARB) is strongly committed to its mission and is willing to issue tough regulations. The Advanced Clean Truck Rule will be the first to set a zero emission requirement for trucks. Light duty trucks are already covered by car standards, and heavy duty trucks (greater than 14,000 lbs) will be covered by the new truck standards, requiring use of battery power or fuel cells. Unfortunately, there is pressure to continue to see diesel trucks. CARB is working on changing the process for certifying trucks since current emissions on=road are higher

than in certifying tests. The proposed standards for advanced clean trucks are now out for a 60-day comment period. Adoption is scheduled for June 2021.

Existing refrigerated trucks rely on power from the diesel engine for cooling, even when stationary.. These stationary emissions could be eliminated by requiring refrigerated trucks to use plug-in power when offloading. Funding for the CARB inspection and maintenance program that Gov. Newsom has proposed eliminating should be retained. It would impose a small fee on truck owners of only \$30 per truck.

CARB has been the leader in the U.S. in reducing auto pollution, and the current standards extend through 2026, covering particulate matter, greenhouse gas (GHG) emissions, and ZEVs. It needs to do more to jump start conversion to electric vehicles (EVs). The goal should be higher than 50% new EVs by 2030, but it takes a long time to retire the existing vehicle fleet. There should also be goals for converting car sharing and ride hailing services (such as Uber and Lyft) to ZEVs.

Diesel locomotives are also heavy polluters, and California is looking at controlling emissions in railyards.

Small off-road engines (SOREs) -- two stroke engines – are a high source of emissions, and need to be better regulated. Lawn mowers and saws used to be gas powered, but many are now electric. Leaf blowers continue to be gas powered, and most lawn equipment also stir up dust and cause noise pollution even if electric powered. CARB is looking at tightening the restrictions on SOREs, and a proposed regulation will be presented at a June 9 workshop. Mow Better is a local coalition, advocating restriction on the sale of new equipment. One goal is zero emissions within 4 years.

Airplanes are also a problem, but they are not controlled by the state. The hub system is particularly polluting, more so than direct flights. This is one reason why California is turning to high speed rail.

CARB study “Running on diesel fuel” 20 years ago identified diesel exhaust as a “toxic air contaminant”, containing fine particles (PM 2.5) that get into the lungs and bloodstream, and cause diseases, CalEnviroScreen rates truck traffic. Trucks retrofitted with diesel particulate filters help reduce pollution. Agricultural equipment such as diesel generators are also a problem. Also need to reduce pollution from ships and ports. AB 345 deals with oil and gas drilling.

SB 525 provided for funding projects benefitting disadvantaged communities from Cap & Trade revenue, based on 20 economic factors. These communities are often downwind from a diesel hub or near a freeway.

Next Steps?

6:45 p.m. – Mayors' Climate Commission & monitoring its recommendations.

- Laurie Litman (350 Sacramento)

***Litman:** The Mayors' Climate Commission (MCC) was formed in 2018, with the goal of zero carbon emissions by 2045 in the Cities of Sacramento and West Sacramento. Members of the Commission come from business, transit, environmental, and equity groups. Equity has become an important issue, and now has its own Technical Advisory Committee (TAC), joining the three original TACs: mobility, built environment, and public health. Each TAC has developed three*

strategies; the mobility strategies form an inverted triangle. One goal is 70% EVs by 2030 and 100% by 2040(?). Recommendations are supplemented by a step by step implementation strategy that emphasizes progress in the first decade.

The final meeting of the MCC is June 29, when the TAC recommendations are scheduled to be approved. The Chamber of Commerce is negative about the recommendations, and business oriented members of the MCC want to go slow, expressing concerns about Covid-19 and the recession. The recommendations go to Sacramento City Council, but the City Manager appears to be unenthusiastic, and the Council needs to provide direction to him. The city is considering an ordinance this year to require new buildings to be all electric by 2030, but there is a lack of support for this goal. We need to push for adoption of the MCC recommendations. The MCC Report was prepared by the Local Government Commission and is available on the MCC website. People should read it, particularly the supplemental material.

350 Sacramento is creating new team and climate team recommendations, with an initial meeting on June 9. They are concerned the cities will slow-walk the whole thing.

Q: How do the MCC recommendations interface with the Climate Action Plan (CAP)? **A:** They will become part of the CAP in theory, and that is something to push for. The CAP is scheduled to be adopted next year.

Discussion: SACOG and SMUD are larger regions than Sacramento, and the city could be a model for them. SMUD emits 2.5 million metric tons (MMT) of CO₂ per year.

The urban growth boundary strategy changed to 90% of all new development will be infill.

Level of input to the MCC was a surprise to many public officials.

Equity was a central concern in recommendations

Is there a roster of people who commented on the recommendations? These folks should be mobilized. Monitoring implementation will require vigilance.

- Next Steps?

7:25 p.m. – SMUD's Greenhouse Gas and Renewable Power Goals (follow-up)

- Rick Codina (350 Sacramento, former SMUD staff)

Goldsmith: Rick will lead a discussion as a follow up to his presentation to TAQCC last month.

Codina: Presentation in May focused on SMUD's goals for GHG reductions. SMUD should redirect staff to meet California's goal of carbon neutrality by 2045 per Gov. Brown's Executive Order B-55-18, and SMUD's Integrated Resource Plan (IRP) projects a 90% reduction in GHG emissions by 2050. SMUD should adopt a climate emergency resolution, but the proposed resolution appears to continue the status quo. SMUD should adopt a plan to shut down all natural gas power plants by 2030, starting with the inefficient cogeneration plants whose bonds will have been paid by 2030, New plants such as Cosumnes will take longer to pay off, but should be retired by 2045. (SB 100 requires all state utilities be converted to renewable energy by 2045.)

SMUD should accelerate conversion to renewable power, and batteries to meet peak demand when renewable power is not available. At the last SMUD Board meeting Rob Kerth proposed a proclamation

for conversion to wind energy, but conversion depends on developing technologies not yet in place. Right now solar cannot supply all needed energy. SMUD should adopt a “Reach Code” ordinance exceeding state requirements, that supports EVs and all-electric buildings. Low income folks can get solar on-roof for free, but from whom or how?

Advocates should urge SMUD Board to pass Climate Emergency Resolution this month. and promote better strategies for Strategic Directive 9 up for review in Fall 2020 and for the IRP. at its annual review.

7:45 p.m. – Updates, reports and discussion of other current topics

- Measure A-plus (Sacramento County transportation sales tax)
- Climate Emergency Declarations

Brown: *The SMUD Board has proposed to adopt a Climate Emergency Declaration, and the Sacramento Climate Coalition is urging them to delay the vote in order to allow time for public input. [Update: The vote is now scheduled for July 16, and SMUD has included many of the elements SCC and its supporters advocated.]*

- Elk Grove City and Sacramento County Climate Action Plans
- Sacramento Slow Streets initiative

7:50 p.m. – Other business and announcements / Topics for future meetings

Upcoming meetings:

- 6/11 350 Sacramento meeting; Kim Stanley Robinson speaking
- 6/11 Sierra Club statewide conference call re city electrification ordinances
- 6/17 Climate Emergency meeting
- 7/9 TAQCC, rescheduled from 7/2

7:55 p.m. (approx.) – Adjourn

Link to join the TAQCC Zoom Meeting: <<https://us02web.zoom.us/j/85805612058>>

To phone in: 669 900 6833, Meeting ID: 858 0561 2058

Next TAQCC meeting: Thurs., July 2, 5:45 p.m., probably video conference

Other upcoming events of interest:

June 8, 6 pm -- ECOS Land Use Cmte: AB 743, VMT as a transportation metric

June 13, 1 pm -- [Sac Transit Riders Union](#) (videoconference)

Printable TAQCC agendas and minutes are available on the ECOS [Web site](#).