



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

Link to join the TAQCC Zoom Meeting: <<https://us02web.zoom.us/j/85805612058>>
To phone in: 669 900 6833, Meeting ID: 858 0561 2058

Meeting Notes

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

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

Attendance: Jeff Tardaguila, Susan Herre (ECOS Board), Dan Allison (STAR), Gloria Kim, Guy Hall (SacEV), Sue Teranishi (Breathe CA), Janet Koster (CNPS), Oscar Balaguer (350 Sac), Muriel Strand, Ruth McDonald, Alex Reagan (ECOS staff), Ralph Propper (ECOS Pres.), Lynne Goldsmith (co-chair), John Deeter (co-chair).

Guests: James Drake (SacRT)

6:05 p.m. – “Causeway Connection” battery-powered bus service

- Gloria Kim, graduate student at UC Davis
- James Drake, Principal Planner with SacRT

Planning and implementing conversion to battery power of the “Causeway Connection” bus service from the perspective of a community activist and a transit planner, respectively, This express bus service currently began operating between the main UC Davis campus and its Medical Center in Sacramento, with stops in east Davis and downtown Sacramento to be added later.

Drake: Has been at SacRT for 15 years, and was involved in planning and implementing the new battery power bus service between the main UC Davis campus and its Medical Center in Sacramento. For many years UCD had operated the Causeway Connection as an hourly intercampus bus shuttle which was simple and popular. Funding became available to convert the service to electric buses and to make it public as SacRT route 138. This is a three-way partnership involving both UC Davis and YoloBus as well, and the City of Sacramento is also providing funding. SacRT and YoloBus each own six new zero emission buses. The service is still hourly. The original plan was to add stops, but there was pushback from established riders against more stops. There were also challenges in coordination between agencies and the onset of the covid epidemic, so the service was launched on May 4th as a simplified, peak period commuter operation. In September it was bumped up to hourly.

Kim: [[Slide show](#)] A shift to electric transportation is coming but it needs to be thoughtful. Was just an ordinary citizen user of Causeway Connection. It was convenient, with a short access distance in Sacramento and about a one hour commute each way. In 2018 heard about the new service with electric buses, with better wheelchair access but reductions otherwise with only 33 seats and racks for only three bikes. Got involved in

organizing an effort for more public input. Survey in June 2019 had 100 participants, and found that riders are mainly staff and grad students with some faculty. Reasons for using it included: transit dependent, less stressful, environmental (reduced emissions), convenience. Many riders live in Sacramento, commute to Davis.

Open house in October 2019 generated an open letter prepared by a large (60-plus) working group and signed by more than 600 people. The letter opposed: more stops, less seats, smaller bike racks, no seat belts. In November there was a follow up open house, and SacRT delayed the decision to implement the new service. Some compromises were negotiated: more bikes per hour on buses, bike storage lockers, integration with Jump bikes, free rides for UCD students. Effect on ridership is hard to estimate because of the epidemic; ridership had dropped to as few as 25 per day in April 2020 compared to 250-450 per day in 2018. Ridership has now grown back to more than 50 per day.

Takeaways: We must be intentional about engagement from the beginning and sustain it -- make it a priority, not an afterthought. Teamwork makes the dream work. Good data is helpful too.

Personal takeaways: I'm just getting started! This experience has given me:

- Feelings of empowerment and motivation
- Connectivity with and gratefulness for the greater community
- An incredible learning experience in terms of "how stuff works" and how to bring about collective change

Drake: This was a lesson in "people power" but personally stressful. Had to deal with unhappy riders, while encouraging people to be involved. This was a complicated project. Lesson: get involved early, riders give good input since they know the route.

Q: Can more bike capacity be added? **Kim:** With additional buses, maybe rack at back of bus. **Drake:** Rear bike racks not feasible. Instead platoon buses, run three together. Frequency is not always necessary.

7:05 p.m. – Update on SacRT Forward

- James Drake, Principal Planner with SacRT

Drake: SacRT Forward (implemented in 2019) was designed to optimize bus route structure, and built to scale up. It was also able to scale down to deal with the Covid epidemic. SacRT Forward improved weekend service by eliminating redundant weekday routes. The bus system relies on transfers to light rail, and needs better than hourly bus service. There was a big addition of ridership on weekends with improved service.

In February 2020 ridership was up 20% but this is misleading, since 12% was due to implementing free student rides. **Q:** Who is paying for free student rides? **A:** City of Sacramento.

It was difficult to scale down service. At first, the Sunday schedule was used on other days, but this required major change in driver schedules. After about a month this was increased to Saturday service level on weekdays, and now SacRT is operating at 99% bus service. CARE Act provided financial support.

7:20 p.m. – Updates on other active issues

- Climate Action Plans (Susan Herre)

Herre: [[Slide show \(Draft\)](#)] Climate change is a serious and immediate threat: hotter summers, more frequent bad-air days, wildfire devastation, mountain snowpack in decline, less rain, less tule fog. Legal underpinnings for CA response started in 2005 with an Executive Order by the Governor setting goals for greenhouse gas (GHG) reductions. In 2006, AB 32 authorized the CA Air Resources Board to monitor and regulate sources of GHG emissions, and in 2007 the legislature inserted the language

of AB 32 into the Health and Safety Code. Also in 2007, SB97 expressly recognized the need to analyze greenhouse gas emissions as a part of the CEQA process, and in 2012, AB2669 updated CEQA to allow agencies to analyze and mitigate the significant effects of GHG at a programmatic level. In 2016, SB32 mandated that GHG emissions be reduced to 40% below the 1990 level by 2030, and in 2018, Gov. Brown issued EO B-55-18 to achieve carbon neutrality by 2045.

Components of the Sacramento County Climate Action Plan

- *Inventory*
- *Growth projections*
- *Calculations of emissions relative to thresholds*
- *Mitigations to reduce emissions to meet thresholds*

Schedule:

- *2011 - Phase 1 Strategy and Framework Document*
- *2012 - Phase 2 Government Operations -- CAP for the County's operations.*
- *2016 - Phase 2 Communitywide CAP – GHG Reduction; Climate Change Adaptation*

Completed:

- *Greenhouse Gas Emissions Inventory and Forecasts (2015)*
- *Climate Change Vulnerability Assessment (2017)*
- *Board of Supervisor Workshop (2017)*

Preliminary communitywide measures presented at the County Board of Supervisors Workshop in 2017 would require electric water heaters and CalGreen Tier 1 Standards for new and remodeled buildings; phase in zero-net energy requirements; and divert 80% of solid waste.

Since 2019 Phase 2 Communitywide Climate Action Plan has been underway. Stakeholder group has met with County staff in August and September 2020, with an upcoming meeting November 12 to review Tech Memo on GHG inventory, forecast, reduction, and implementation. A public outreach event is scheduled for November 18, followed by public review of the draft Plan in December and January.

To participate in studying the documents please contact ECOS at <office@ecosacramento.net>.

To comment on the County's CAP, email <ClimateActionPlan@SacCounty.net>'

To email Todd Smith, Principal Planner, Office of Planning and Environmental Review Sacramento County <smithtodd@saccounty.net>

- **Electric Vehicles (Guy Hall)**

Hall: [[Slide show](#)] Last year Sacramento Electric Vehicle Association (SacEV) participated in 65 events involving 8,598 conversations. Partnerships are the keys to successful engagements. SacEV actively fights climate change and promotes better air quality by getting people out of internal combustion engines (ICE) cars and using transit and active transportation instead. It is broad based, with many partners across the region including SMUD, Air Quality Management District, ECOS, etc.

Most GHG emissions come from on road vehicles, but not being reduced fast enough. California goals for conversion to electric vehicles (EVs) are aggressive: 1.5 million zero emission vehicles

(ZEVs) by 2025, 5 million ZEVs by 2030, no new ICE sales by 2035. Currently, there are 36,000 light duty EVs on regional roads today, or 1.21% of all vehicles. Most EVs have over 200 mile range.

Electrify America program came from the VW settlement. It provides an \$800M investment in California, including a Green City Grant of \$44M to Sacramento which will positively impact ZEV awareness, provide ZEV access to underserved communities, increase use of ZEV technology, and test economic viability of ZEV access initiatives. It provided support for the Causeway Connection. There are now 65 fast charging plazas in the Sacramento region.

This is the time to act on clean transportation by implementing Climate Action Plans and the Sacramento Climate Commission recommendations. Apartment residents need access to charging stations. Charging stations should be required in new housing and at work, but the permitting process is currently onerous.

- SMUD advocacy,
- Climate Emergency Declaration,
- Implementation of the Mayors' Climate Commission Recommendations,
- Climate Justice.

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

7:55 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., Dec. 3, 5:45 p.m., video conference

Other upcoming events of interest:

Nov. 14, 1 pm -- [Sac Transit Riders Union](#) (videoconference)

Nov. 24, 6 pm -- ECOS Board Meeting (videoconference)

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