



# Future Mobility & Electrification

The Sacramento region does not meet the health-based National Ambient Air Quality Standards (NAAQS), mainly due to emissions from the transportation sector. We urge the Federal Government to center environmental justice while investing in a reliable and renewable energy grid and forms of transportation that enable a zero-emission economy.



## Requested Actions: Investments and Policies to Transform Transportation

- **California Mobility Center:** Support this public-private venture where zero emission mobility projects will be researched, prototyped, piloted and manufactured. This effort brings together many institutional partners to streamline, vet, and commercialize zero-emission technologies.
- Advance multimodal mobility by creating and funding **programs that promote active transportation** and other non-vehicle based alternatives.
- Invest in the transformation of transportation for urban and rural regions towards **cleaner vehicles, engines, and equipment** including autonomous and connected vehicles and the use of electricity and hydrogen as transportation fuels.
- Support regulatory and incentive programs and initiatives that support the **deployment of zero emission vehicles**, both light-and-heavy-duty.
- Exempt **battery charging and storage facilities** from NEPA, which would speed up adoption of these technologies.
- Consider the lessons of California's AB 617 Community Air Protection Program in **centering environmental justice**, wherein residents of affected communities are given decision-making power over investments and new rules to reduce pollution exposure.

## Requested Actions: Adequate Funding for Grant and Incentive Programs

- Increase funding for **Clean Air Act Section 103 and Section 105 grants** nationwide.
- Maintain funding for the **Diesel Emissions Reduction Act (DERA)** at the \$100 million level allowed for in existing law.
- Support adequate funding for **existing grant and incentive-based programs** and sufficient **implementation flexibility** for local air and transportation planning agencies.
- Continue funding for **longer-term incentive programs** to aid regional transportation-related emission reductions.
- Fund **innovative voluntary measures** that are proven to reduce ground-level ozone, particulate matter, and other toxic pollution.
- Continue support for incentive-based funding solutions to aid regional transportation-related emission reductions in the Sacramento region, such as **CMAQ, STBG, and RAISE funding**.
- Ensure adequate funding to U.S. EPA and its various regions to support **SIP and exceptional event demonstration reviews**, as well as work on regulatory efforts to reduce emissions from mobile sources solely under federal legislation.

## Requested Actions: Improve Funding Flexibility to Meet Community Needs

- Add flexibility beyond capital expenses to the **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**, such as expanding eligibility for bike share projects to include operations.
- Tie the effectiveness and eligibility of CMAQ investments to **modeled regional transportation plans** to avoid project-by-project pollutant criteria pitfalls that innovative pilot projects that use CMAQ face.
- Removing **vehicle scrap requirements** for applicable purchases of zero emission technology.
- Improve the **Diesel Emissions Reduction Act (DERA)** by adding flexibility in the following ways:
  - DERA applicants should have the ability to apply for specific new vehicle and equipment technology on a broad scale without specifying an exact make, model, etc. of the equipment.
  - Focusing DERA on alternative fuel, zero, and near-zero emission technologies could provide economic stimulus to non-traditional OEMs like BYD, Proterra, Lion, etc. These non-traditional OEMs are probably more sensitive to economic downturn.
  - DERA funding should not be restricted to goods movement. Public agencies and vocational fleets need economic stimulus with similar job creation numbers and should be fully eligible for DERA funding.
  - School districts have other vehicles in addition to buses like delivery vans and mobile nutrition trucks that are also used to support students. Allowing DERA to fund all vehicles operated by a school district like a school bus would help.
- Funding infrastructure projects without vehicle or equipment would help rural areas stimulate their economies and provide vital networks for regional and interstate traffic. It also creates local beachheads to deploy alternative fuels in smaller cities.



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## Requested Actions: Catalyze the Future of Transit

- **Support the Transition to Zero Emission Buses:** Build on the American Jobs Plan Framework and commitments made in HR 2 to ensure that an infrastructure bill supports the transitioning of the SacRT fleet of over 500 buses, as well as our region's other transit agencies, to zero-emission technologies while also incentivizing transit agencies across the country to take aggressive steps to accelerate zero-emission bus deployment.
- **Sacramento Valley Station (SVS):** Upgrade the train station as a highly sustainable, zero-carbon facility, with multi-modal capabilities by building an 18-bay Bus Mobility Center with EV Car Share and EV bus charging infrastructure, as well as light rail reconfiguration and bicycle and pedestrian access. Currently, \$2.2 Million is needed for a bus pick-up/drop-off (PUDO) that would connect to both rail platforms and light rail.
- Permanently reinstate the **Alternative Fuel Tax Credit**, support extending the credit to include electricity and hydrogen as an eligible alternative transportation fuel, and allow agencies to draw credits for multiple fuel types. This change would ensure incentives for zero-emission buses equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.
- Provide a manufacturers tax credit for **zero-emission buses** that requires credits to be passed through to transit agencies as cost savings to reduce the upfront cost of zero-emission buses and augment direct federal investment.
- Support the **Low or No Emission Vehicle Program**, which provides funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- Provide **preferential project scoring** to transit agencies that are required, by state law or regulation, local ordinance, or board direction, to transition to fully zero-emission fleets or that have completed full fleet transition plans in all programs that provide zero-emission bus grants.
- Provide zero-emission bus grants to vehicle types that support **high-capacity and demand response service**, like articulated buses and cutaways.

## Requested Actions: Connect the Region By Rail

- **Expand "Valley Rail" in the Northern California Megaregion:** Expansion of climate-friendly commuter rail and intercity passenger connections to the Sacramento Region, San Joaquin Valley, and San Francisco Bay Area:
  - *Pleasant Grove Siding Passenger Rail Operational and Capacity Improvements:* FY 2022 Appropriations Request: \$3 million for Environmental and Preliminary Design; FAST Act Reauthorization Request: \$3 million for Environmental and Design.
  - *Old North Sacramento Station and Investment Project:* FY 2022 Appropriations Request: \$1.5 million for Final Design; FAST Act Reauthorization Request: \$4.5 million for Construction.
  - *South Sacramento Siding Passenger Rail Operational and Capacity Improvements:* FY 2022 Appropriations Request: \$1.5 million for Environmental and Design; FAST Act Reauthorization Request: \$4 million for Utility Relocation.
  - *Elk Grove Siding Passenger Rail Operational and Capacity Improvements Environmental and Design:* FY 2022 Appropriations Request: \$1.5 million for Environmental and Design; FAST Act Reauthorization Request: \$4 million for Environmental and Final Design.
  - *Zero-Emission Commuter Rail Locomotive Pilot:* FY 2022 Appropriations Request: \$1.5 million for Final Design.
- **Sacramento to Roseville Third Track (SR3T) Project:** This important project to add trips along the highly utilized Capitol Corridor is in need of \$66 Million in construction funding by the end of 2022. Pre-pandemic ridership models suggest daily VMT reductions at or around 7,000 VMT.
- Invest in Sacramento's proposed **Downtown Riverfront Streetcar**, which will serve major destinations in the urban cores of West Sacramento and Sacramento, facilitate transit-oriented infill development, and improve transit service and local circulation between the two cities.
- Support Sacramento Regional Transit District's improvements to its **light rail system**, including the Green Line to Sacramento Int'l Airport, Blue Line to Elk Grove, and Light Rail Modernization, which includes new low-floor vehicles, station conversions, additional track, and more.

## Requested Actions: Reduce Barriers to Climate-Friendly Housing and Infill

- Invest in the Sacramento region's **comprehensive infrastructure investment strategy** which supports the Sacramento region's "Green Means Go" program that identifies important upgrades – like water, sewer and utilities – in existing communities that are essential to make infill development proposals from both the private sector and non-profit housing providers financially feasible.
- This infrastructure proposal also calls for modifications to **federal tax credits** that could significantly increase the production of affordable housing developments that are close to transit.
- Incentivize **building electrification** of new construction to offset the added costs of electric materials and components.