



**Land Use and Natural Resources  
Committee**

**Meeting Date:** 3/1/2018

**Agenda Item No.:** 2018-March-6.

**Subject:** Green Region Framework

**(1:50) Information:**

**Prepared by:** Raef Porter

**Approved by:** Kacey Lizon

**Attachments:** Yes

**1. Issue:**

The Sacramento region is poised become a national leader in electric and zero emission vehicles (ZEVs). From neighborhood electric vehicles in Lincoln to advanced battery startup companies relocating to Sacramento County to the City of Sacramento's recent award of \$44 million in the VW settlement, our region already has a strong track record on clean transportation. SACOG has been working with local air districts and our partner agencies to develop a Green Region Framework and budget to advance green transportation solutions that could help us compete for state and national funding.

**2. Recommendation:**

Staff is seeking input on the attached draft Green Region Framework that we will bring back to the board as a final Green Region Plan in April.

**3. Background/Analysis:**

California has emphasized reducing Greenhouse Gas (GHG) emissions in the transportation sector through regulations, policies, and funding. Programs related to vehicles, infrastructure, and travel behavior change have become more common within each state department.

SACOG has participated in some of these programs. We have created a regional electric vehicle charging infrastructure plan and installed chargers with funding from the California Energy Commission, been involved in the planning stages for how money from the Air Resources Board VW settlement could be spent in the region, and met SB 375 targets through programs and policies in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). While these examples highlight a few past accomplishments, it's time for more intentional action. Competing for funding and achieving GHG reduction targets will become more difficult without a comprehensive plan to clean up and electrify the region's transportation system.

#### **4. Discussion/Analysis:**

In order to increase the region's competitiveness for state funding, build the region's identity as a testbed and innovator, and ensure we achieve our SB 375 greenhouse gas targets, SACOG is proposing to work with our regional and local partners to create a Green Region Plan for reducing GHG emissions through the increased deployment and use of lower emission vehicles, including electric vehicles, and their related fueling and charging technologies. The Green Region Plan will outline different programs that could be funded through SACOG's biennial funding round. The plan will include programs that SACOG and our local partners will help put into practice, provide a timeline for each program, and estimate the resources needed for implementation.

SACOG staff has drafted a framework for the plan. The Green Region Framework (Attachment A) provides a summary of the programs that could be included in the final Green Region Plan. The framework is built around five areas: Personal Vehicles, Ride Share/Car Share, Transit, Fleets, and Disadvantaged Communities. The programs in the framework are a culmination of ideas from SACOG and its partner agencies, and align with state programs on vehicles, infrastructure, and behavior change.

#### **5. Fiscal Impact/Grant Information:**

The final Green Region Plan will include the full fiscal impact to SACOG. The Green Region Framework provides a summary of work that is being done to date and the resources - both local and state level - needed to implement the plan. A more detailed cost estimate will be provided in April.

#### **ATTACHMENTS:**

Description

Attachment A - Green Region Framework

<b>Green Region Framework</b>		
<b>Residential / Consumer Market</b>	<b>What is the Region Already Doing</b>	<b>Total Resources Needed</b>
<b>Fueling Infrastructure</b>		
Create a network of ZEV fueling infrastructure to support increased adoption and use of ZEVs.		
Create a ZEV fueling infrastructure funding program as part of the biennial funding round, with an emphasis on publicly available charging.	SACOG has worked with SMUD on the purchase and installation of 2 EV charging stations. SMUD has committed \$9 million over the last 3 years to EV charging infrastructure.	\$10 million over 12 years
<b>Sharing/Rental</b>	<b>What is the Region Already Doing</b>	<b>Total Resources Needed</b>
<b>Car Share</b>		
Pilot and scale a regional EV car share program by leveraging the work on Green Cities through Electrify America.		
Create a fund for the use of EVs in regional car share programs.	SMAQMD created an EV car share program, and is looking to expand it to \$5-\$7 million.	\$14 million over 5 years
<b>Car Rentals</b>		
Renting a car is often the first thing someone does when coming to a new city for work or vacation. Having a robust ZEV fleet at local car rental agencies provides a first impression of green transportation. In addition, driving a ZEV during a car rental could be an introduction to the technology for potential consumers.		
Work with partner agencies to encourage car rental companies to include ZEVs in their fleets, with a particular emphasis on car rentals at Sacramento Municipal Field. Work with partner agencies to encourage car rental companies to provide ZEV fleet services for local public and private fleets. This should include light, medium, and heavy duty vehicles.		\$200,000 over 5 years
<b>TNCs</b>		
At any given time there are a number of TNC vehicles on the region's roads. TNCs offer a great opportunity to increase trips made via alternative modes. Increasing the use of ZEVs in TNC fleets will further reduce GHG emissions. SACOG will:		
Work with partner agencies on encouraging TNCs to incentivize the use of ZEVs in their fleets and with their drivers.		\$250,000 over 2 years
Explore policies on the use of ZEVs in TNC fleets.		\$150,000 over 2 years

Collect data on TNC use to plan for fueling infrastructure for TNC vehicles. Provide assistance and possible funding for fueling infrastructure for TNC vehicles.		\$1 million over 4 years
<b>Transit</b>	<b>What is the Region Already Doing</b>	<b>Total Resources Needed</b>
<b>Neighborhood shuttles</b>		
Many transit providers currently offer or are expanding service to include neighborhood or micro-level transit. These vehicles run shorter routes, and offer a more door-to-door service as compared to traditional transit service. These services provide more opportunities for alternative mode trips. SACOG would:		
Work with existing providers of neighborhood and micro-transit services to update vehicles to ZEVs, including finding incentives for vehicles, and provide charging.	SACOG has provided funding to the City of West Sacramento to pilot micro-transit. SACOG offers incentives for new vanpool programs.	\$1,500,000 over 5 years
Work with micro-transit service providers that operate with ZEVs and are not already operating in the region to explore opportunities in the Sacramento region.	Civic Lab is working with different micro-transit providers to pilot in the region.	\$200,000 over 3 years
<b>Public Service and School Buses</b>		
There are existing routes and services that could be conducive to the use of ZEVs for transit fleets, and state regulation calls for increased adoption of ZEV technologies. Working with state agencies, and regional transit partners, SACOG would:		
Help plan for and assist in funding fueling infrastructure and vehicles for transit fleets.	SMAQMD's SECAT program provides \$12 million for school and public bus programs.	\$700 million over 3 years
Research dual-use fueling stations for light, medium, and heavy duty vehicles.		\$25,000 over 1 year.
<b>Fleets</b>	<b>What is the Region Already Doing</b>	<b>Total Resources Needed</b>
<b>Light, medium, and heavy duty</b>		
Technology for all vehicle classes is rapidly evolving. ZEVs can now be found in light, medium, and heavy duty vehicles. With many public and private fleets around the region, a concentrated effort on fleet adoption of ZEVs will help decrease GHG emissions. Through this work, SACOG would:		
Work with partner agencies to identify existing programs for fleet operators to purchase ZEVs and required fueling infrastructure.	SMAQMD is creating an ZEV help desk for local fleet operators wanting to upgrade their fleets to ZEVs. The help desk will provide hands-on assistance for ZEV fleet conversion.	\$100,000 over 5 years
Explore the use of joint-purchasing-programs, similar to SACOG's joint fuel purchase, for procurement of ZEVs and fueling infrastructure.	SACOG has lead efforts on joint-purchasing for fuel and human resource services.	\$175,000 over 3 years
Pilot light-duty fleet integration with publically available car share.		\$200,000 over 2 years

Disadvantaged Communities	What is the Region Already Doing	Total Resources Needed
Areas identified through CalEnviroScreen and other tools as being more vulnerable to the impacts of poor air quality and climate change are historically underfunded. SACOG would work with partner agencies to:		
Focus planning and implementation on Disadvantaged Communities through all phases of the Green Region program.	SMAQMD, SMUD, the City of Sacramento, and the Franklin Blvd Business Association are working on a Civic Lab project to bring electric vehicles to the Franklin Blvd corridor.	\$100,000 over 3 years
Work with partner agencies on a program to provide vehicle incentives and fueling infrastructure to create a ZEV mobility hub in disadvantaged communities. Explore the use of Connect Card as a form of payment in the mobility hub.	SMAQMD is seeking \$5 million in funds through ARB's Clean Cars 4 All program to provide vehicle incentives to replace existing cars with ZEVs.	\$6,000,000 over 5 years