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Innovative Clean Transit Regulation

The California Air Resources Board (CARB) held the first of two meetings to approve new regulations to require transit agencies in California to purchase zero emission buses (ZEB). Their proposed regulation phases in the required purchases of ZEB – including battery electric and hydrogen fuel cell – over the next decade with a final requirement that 100% of new bus purchases are zero emission by January 1, 2029.

The phase in of the purchase requirements is based on the size of the transit fleet and other statewide milestones. Transit agencies will receive credit for advanced deployment of ZEB ahead of the regulation and credit for VMT displaced through zero emission car share and bike share programs. Purchases of non-ZEB must meet the state Low NOx standard for natural gas beginning in 2020.

CARB expects to bring the final measure to its January 2019 Board Meeting for adoption. Transit fleets interested in early compliance with the regulation may take advantage of statewide incentive programs including the California HVIP and Volkswagen Mitigation Trust. Many bus manufacturers offer zero emission options in most sizes commonly used by transit fleets and charging infrastructure is available for both route and depot charging based on the needs of the fleet. For more information about the regulation, please visit <https://arb.ca.gov/msprog/ict/ict.htm>.

GHG Thresholds Update Coming Soon

The Sacramento Metropolitan Air Quality Management District's thresholds of significance for greenhouse gases (GHG) were adopted by its Board of Directors in October 2014. Since that time, the California Supreme Court issued its opinion on the Center for Biological Diversity v. California Department of Fish and Wildlife, and Newhall Land and Farming case that crippled the District's analytical and mitigation approach for operational emissions from land development projects. As a result, in January 2016, the District recommended a climate action plan as the most effective strategy for an agency to address GHG in complying with the California Environmental Quality Act (CEQA).

District staff is developing an update to its GHG threshold of significance for operational emissions from land development projects. The thresholds and screening level are being developed using more current and locally derived data. One key recommendation is the use of the updated threshold in CEQA analysis of land development projects in a jurisdiction without a climate action plan or land development projects not consistent with a jurisdiction adopted climate action plan. The update also provides a new screening level for small projects in addition to efficiency metric thresholds for projects greater than the screening level.

District staff will schedule workshops to share information on the draft thresholds with agencies and the development community in the next few months.

Environmental Review for Roadway Projects – Let’s Get it Right

To meet California’s pioneering air quality and climate change goals, we need to get environmental review for roadway projects right – especially when they expand motor vehicle capacity. The California Air Pollution Control Officers Association (CAPCOA) Planning Managers Committee has published guidance to help ensure that we do: [Air Quality Analysis in CEQA Roadway Project Review](#).

Transportation emissions comprise the lion’s share of California’s emissions overall, especially when upstream emissions are included. Upstream emissions include all industrial activities from the point of resource extraction to the project under review. Roadway capacity expansion projects can actually *induce* motor vehicle travel and associated emissions, by changing travel behavior such as trip length and mode use. See the California Governor’s Office of Planning and Research’s [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) for more information.

The CAPCOA guidance is a resource for lead agencies to prepare air quality analysis for roadway projects under CEQA review. It’s a resource for community stakeholders to assess the adequacy of the air quality analysis. It includes sections on adequate climate change analysis, adequate assessment of both construction and operations emissions, on using air district thresholds to ensure adequate CEQA review, and on recent legal opinions on baseline analysis.

The guidance supplements existing comprehensive air district guidance documents on overall CEQA review, and will be updated as conditions evolve. It’s available on the CAPCOA website at www.capcoa.org. Check it out and let us know

New SECAT Guidelines

The Sacramento Metropolitan Air Quality Management District has approved new guidelines for the Sacramento Emergency Clean Air Transportation (SECAT) Program designed to encourage the purchase and operation of zero emission heavy-duty vehicles in Northern California. Up to \$100,000 per vehicle is available for fleets based in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties to purchase battery-electric and hydrogen fuel cell heavy-duty vehicles. Eligible vehicles include school buses, transit shuttles, delivery trucks, and other vocational vehicles.

When purchasing a zero emission truck, the SECAT Program no longer requires the destruction of an existing diesel vehicle and has waived minimum annual mileage requirements on the new truck or bus. Fleets are required to register the new vehicle in the county in which they are based for three (3) years and report usage under a funding agreement. Applicants can also combine SECAT funding with the California HVIP funding.

For more information, please visit our website to review the new guidelines and download an application at <http://www.airquality.org/businesses/incentive-programs/truck-replacement-secat-program> or contact your truck or bus dealer.

Infrastructure RFP

To support the deployment of electric vehicle supply equipment (EVSE) in disadvantaged communities, the Sacramento Metropolitan Air Quality Management District released a Request for Proposals (RFP) to solicit bids to install electric vehicle chargers in selected communities in Sacramento and Yolo counties.

The District has local and state Cap & Trade funding to pay up to 100% of the cost of public access light-duty vehicle chargers according to a competitive bid process outlined in the document. Funding will be allocated according to the Carl Moyer Program guidelines. Potential projects include, but are not limited to, employee charging, charging in parking garages, ultra-fast vehicle chargers at retail centers, and destination charging at hotels, parks, hospitals and schools.

CEQA Guide Update:

Chapter 5 of our Guide to Air Quality Assessment in Sacramento County (CEQA Guide) has been updated to include references to our Mobile Sources Air Toxics Protocol, Recommendations for Siting New Projects Near Existing Sources that Emit Odors and Toxic Air Contaminants, and Landscaping Guidance for Improving Air Quality Near Roadways documents.

Proposals are due to the District by December 14, 2018. Visit the District’s website at <http://www.airquality.org/About-Us/Contracting-Opportunities> to view instructions on how to register with Public Purchase to receive RFP notifications and download RFP information. All inquiries regarding this document must be directed to Veronica Ruvalcaba at vruvalcaba@airquality.org or 916-874-4830. All inquiries and responses, if any, will be posted on the District’s web-based e-Procurement system Public Purchase at www.publicpurchase.com.