

March 7, 2018
 Volume 12, Issue 1

Carbon Reduction Strategies Using Incentive Funds

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As many cities and counties face the challenges of identifying quantifiable carbon reduction strategies and the cost of implementing these strategies, the Sac Metro Air District is highlighting incentive programs that can help offset the incremental cost of purchasing new zero-emission trucks and buses and assist with building electric vehicle infrastructure. If the vehicles operate in the Sacramento Federal Nonattainment Area (SFNA), then in many cases the two incentive programs can be combined to further reduce the cost of the new vehicles. The vehicle incentive programs—one of which is a statewide program—operate on a first come, first served basis until funding is exhausted. We urge those interested to act quickly!

Statewide: The HVIP Incentive Program

The Hybrid and Zero-Emission Truck and Bus Voucher Incentives Project (HVIP) helps all California fleets (public and private) buy hybrid, battery-electric and other zero-emission trucks and buses. This program is funded by the California Air Resources Board (CARB) under its Air Quality Improvement Program and Low Carbon Transportation Investments.

Regional: The SECAT Incentive Program

The Sacramento Emergency Clean Air Transportation (SECAT) Program is a partnership between the Sac Metro Air District and the Sacramento Area Council of Governments (SACOG). The program's goal is to reduce harmful emissions from on-road heavy-duty vehicles operating in the SFNA. The SFNA encompasses:

- All of Sacramento and Yolo counties
- El Dorado and Placer counties (except the Lake Tahoe Basin)
- northeast portion of Solano County
- southern portion of Sutter County

The table on page 3 provides a side by side comparison of the two vehicle incentive programs.

In addition to incentive funds to offset the incremental cost of purchasing new zero-emission trucks and buses, there are also infrastructure incentive funds for non-residential projects to support electric vehicles (EV).

California Capital Access Program (CaIPAC) Electric Vehicle Charging Station Financing Program

- Offers loans that can be used for the design, development, purchase and installation of EV charging stations at small business locations in California
 - Participants are eligible for a rebate that is equal to 10-15% of loan amount
- For more information, go to <http://www.treasurer.ca.gov/cpcf/calcap/evcs/index.asp>

PG&E Electric Vehicle Charge Network

- Three-year program, starting January 2018, to install 7,500 EV charging stations at multi-unit dwellings and workplaces, in PG&E territory

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New Guidance for Estimating Health Risk from Transportation Corridors

The Sac Metro Air District's Board of Directors approved the Mobile Sources Air Toxics (MSAT) Protocol on January 25, 2018. The MSAT Protocol provides guidance to local land use jurisdictions on assessing and disclosing potential cancer risk and PM2.5 concentrations from major roadways and railways. This guidance replaces the District's existing Recommended Protocol for the Evaluation of Sensitive Receptors Adjacent to Major Roadways.

The MSAT Protocol includes an online risk mapping tool, a guidance document, a detailed methodology document, and is complimented by guidance on exposure reduction measures. The online risk mapping tool does not reflect existing features on or adjacent to the location of the project that may reduce risk such as barriers, tree plantings, or enhanced indoor filtration. The presence or planning of those features should be accounted for in jurisdictions' analysis when using the online risk mapping tool.

The online risk mapping tool and its supporting documentation will soon be available on our website. We will send out an email notification when it is live. In the interim, if you would like to see the documents or get a health risk value, please contact Rachel DuBose at rdubose@airquality.org or 916-874-4876.

Bike Share is Getting Ready to Roll into the Sacramento Region. What Do You Think?

Sacramento's bike share system will soon debut. The service allows participants to rent shared bicycles for short time periods and drop them off at racks or hubs near their destination. The coalition behind Sacramento bike share, which includes Sac Metro Air District, wants the community to help identify where to locate hubs.

The bike share system is slated to arrive in the cities of Davis, Sacramento, and West Sacramento, and the UC Davis and Sacramento State campuses in May 2018. Let us know what you think about the potential hub locations and also share your ideas on future expansion of the system.

Visit the [online map](#) to give feedback on the potential hubs and suggest new hub locations.

For more info visit the [bike share planning website](#) or send an email to bikeshare@sacog.org.

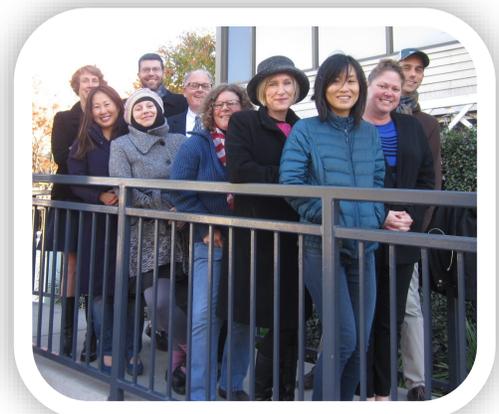
SMAQMD's New Planner

The Sac Metro Air District's CEQA and Land Use Planning section welcomes Joanne Chan as its newest air quality planner. Joanne has been employed at the SMAQMD since December 2005 and has played an integral role in implementing the SMAQMD's mobile source incentive programs. In March 2017, she transferred to the CEQA and Land Use Planning section because she wanted a fun, new challenge. CEQA and Land Use Planning section supervisor Paul Philley noted that Joanne has made him a better planner since she wants to fully understand the planning process and the SMAQMD's role within that process to advocate for air quality improvements.

Having a degree in Environmental Resources Engineering from Humboldt State gives Joanne a different perspective on land use planning. She loves home improvement projects and sees a house as a large art canvas. She's hoping to win the lottery, so she can become a house flipper someday!

Joanne is currently the liaison to the City of Elk Grove and portions of the County of Sacramento, reviewing transportation and development projects for air quality impacts and providing recommendations on air quality supportive design and mitigation. Joanne is also serving as a member of Sacramento County's Environmental Justice Element Advisory Committee. Her goal is to be an air quality resource to both of these agencies.

You can reach Joanne at JChan@airquality.org or 916-874-6267.



SMAQMD's CEQA and Land Use Planning Team

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- PG&E will pay for, own, maintain and coordinate construction of “make-ready” infrastructure from the transformer to the parking spot (up to 60-80% of total cost). Additionally, a portion of the equipment will be paid for by PG&E.
- Participants can choose to own the EV charger or have PG&E own it. PG&E pays for infrastructure regardless of which option participant chooses.
- Participant can define access to EV chargers, making them available to the employees, fleet vehicles, or public.
- Minimum of 10 EV parking spaces per site.
- For more information, go to https://www.pge.com/en_US/business/solar-and-vehicles/your-options/clean-vehicles/charging-stations/program-participants/program-participants.page?WT.mc_id=Vanity_evcharge

SMUD Commercial Electric Charger Incentive Program

- Offers a \$1,500 rebate for each Level 2 EV charger (240 volts) in SMUD territory
- Maximum of 20 rebates are available per company depending on the available parking spaces at each location
- Also offers \$100,000 for each direct current (DC) fast charger project. Incentives available for up to 6 projects
- For more information, go to: <https://www.smud.org/en/Going-Green/Electric-Vehicles/Business>

Learn and Drive

To learn more about zero-emission trucks and buses, it may be helpful to attend a Learn and Drive event. Both events listed below are open to the public. SMAQMD encourages fleet managers from school districts, transit agencies and public works departments, as well as individuals who might be interested in hybrid or zero-emission vehicles for their own transportation needs to attend these *free* events. To obtain more information or register for these *free* events, go to the Sacramento Clean Cities website: <http://www.cleancitiessacramento.org/>.

March 9, 2018: Electric Vehicle Lunch & Learn in partnership with Electrify America’s Discover and Drive Tour at the Arden Fair Mall. [note: The Electrify America Discover and Drive Tour will also occur on March 10th and 11th at the Arden Fair Mall.]

May 9, 2018: Northern California AltCar Expo at the California State Capitol.

VEHICLE INCENTIVE PROGRAMS COMPARISON

Incentive Program Name	HVIP	SECAT
Possible Incentive Amounts	The voucher amount ranges between \$15,000 and \$315,000 per vehicle for eligible vehicles, depending on whether the vehicle is a hybrid or zero-emission, the vehicle’s Gross Vehicle Weight Rating, and whether the vehicle is located in a disadvantaged community.	The contract amount is \$100,000 per vehicle for the purchase of a new zero-emission vehicle.
Applying for Funding	Vouchers are issued on a first-come, first-served basis until funding is exhausted. Voucher must be requested using a registered dealer before vehicle is titled and registered. Public agency fleets may reserve vouchers when they start their RFP/procurement process.	Contracts are issued on a first-come, first-served basis until funding is exhausted. Contract must be signed by purchaser, SACOG and SMAQMD prior to purchase of the vehicle.
Incentive-funded Vehicle Operational Location & Term	Purchaser must operate the vehicle purchased with an HVIP voucher in California for at least three years.	Purchaser must operate the vehicle purchased with SECAT funds in the SFNA for at least five years.
Old Vehicle Requirements	Not Applicable.	Clear title - no listed lienholder. 24 months of DMV registration and usage records. School buses require CHP certification. Proof of minimum SFNA mileage for each vehicle weight class. 20,000 miles/year – Class 7-8* 10,000 miles/year – Class 4-6** 5,000 miles/year – School Bus* * must be a 2006 or older engine with a Diesel Particulate Filter ** must 2000 – 2006 diesel engine
Destruction Requirements	Not Applicable. HVIP does not require the purchaser to destroy an older vehicle.	SECAT requires the purchaser to destroy a qualifying older vehicle of the same vehicle weight class for each new vehicle purchased with SECAT funds.
For Additional Information	www.californiahvip.org OR 1-888-457-HVIP	www.4SECAT.com OR 1-800-880-9025

Transforming North Franklin

A partnership of the Sacramento Area Council of Governments (SACOG), City and County of Sacramento, Franklin Neighborhood Development Corporation (FNDC), Sac Metro Air District, and more than a dozen nonprofit and community partners, was recently awarded a \$170,000 Transformative Climate Communities (TCC) grant by the California Strategic Growth Council.

The partners will join together to develop a Playbook of implementation strategies to improve the North Franklin community, an area cut off by Highway 99 and railroad tracks to the east and west, split between the City and County of Sacramento, with a strong Latino heritage. The area has a history of disadvantage and disinvestment. The Playbook effort will focus on strategies for improving transportation, infrastructure, climate adaptation, and economic development, while strengthening coordination between local organizations, public agencies, businesses and residents. The grant funding will enable FNDC to hire staff to coordinate development of the new Playbook and projects that are now in the planning stages including: Franklin Boulevard streetscape improvements; enhanced transportation options; a Mercado to support Latino entrepreneurship; an incubator for new food enterprises; community and parking lot solar coupled with workforce training; and other efforts. The Playbook will also assess City/County policies to further infill, adaptive reuse, housing choices, and transit oriented development (TOD) near light rail stations, and protect against residential/business displacement.



For more information on this effort, contact Sharon Sprowls from SACOG at 916-340-6235 or ssprowls@sacog.org.

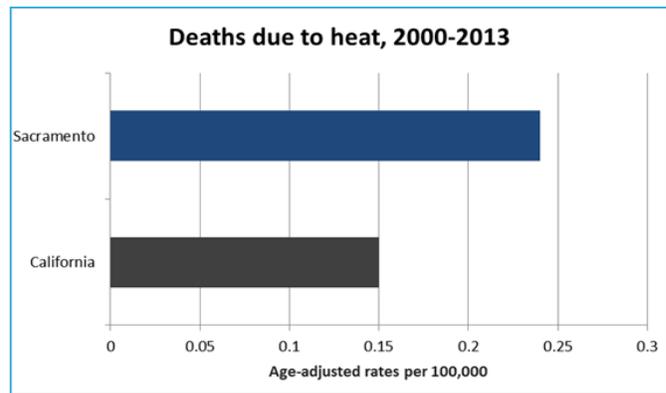
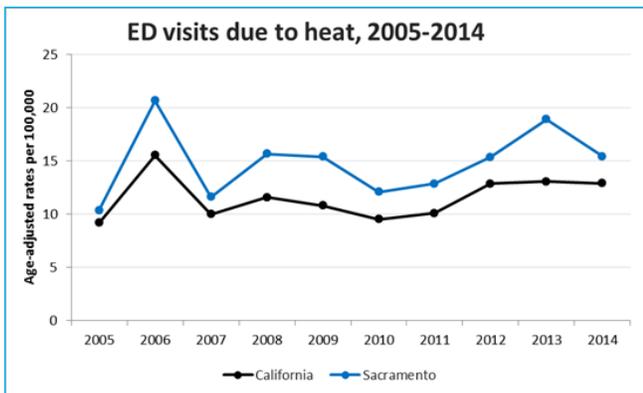
SB1 Adaptation Planning Grant to Reduce the Urban Heat Island Effect

If you've ever walked across an asphalt parking lot in a shopping center at 2 p.m. on a July day, then you have experienced the urban heat island effect. If you have ever taken refuge under a shady tree, or at the park to escape the heat, you've also experienced one of the urban heat island effect's solutions.

The built environment – our buildings, streets, and pavements – absorbs and intensifies heat, which results in cities being significantly hotter than surrounding rural areas. This is a growing challenge for the Sacramento region, especially in the summer as we see more frequent and longer heat waves and extreme heat days.

Heat can be dangerous for public health due to its very normalcy – after all, people expect summers in Sacramento to be hot.

But heat, especially in combination with humidity and warmer nights, can harm even healthy adults in their prime with heat stress, heat exhaustion, and heat stroke, which can result in permanent cognitive decline and death. The elderly, low income, and the young are at even greater risk. Sacramento County already experiences higher rates of heat-related emergency room visits, hospitalizations, and deaths than California as a whole.



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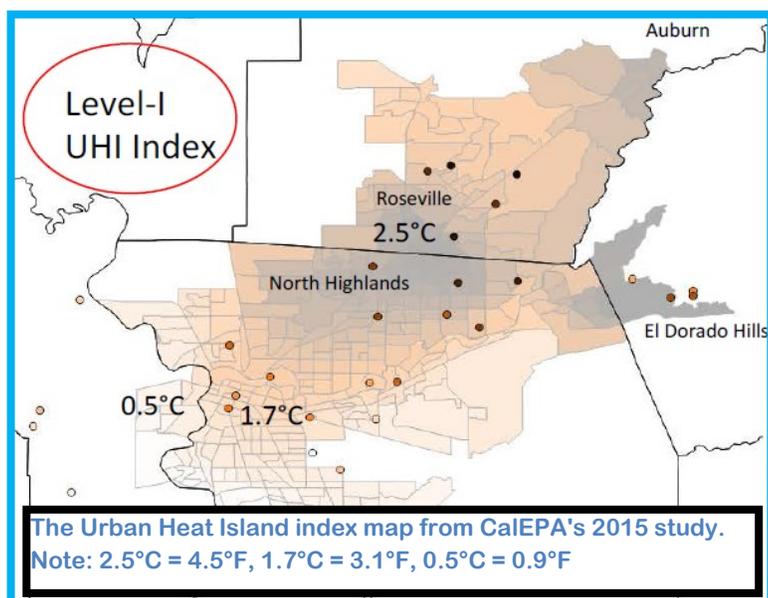
URBAN HEAT continued from page 4

Fortunately, there are solutions to cool the community while delivering energy savings, water quality improvements, and other co-benefits. The Sac Metro Air District will explore some of these solutions in its Urban Heat Island Model and Regional Heat Pollution Reduction Plan, for which the District was awarded \$487,775 from Caltrans's inaugural round of SB1 Adaptation Planning Grant funding.

This project will help the Sacramento region identify neighborhoods experiencing the greatest urban heat and develop a blueprint for transforming the built environment to reduce the urban heat island (UHI), extend the lifespan of pavements and other components of transportation infrastructure, and protect cyclists, pedestrians, transit riders, and people working and playing outside from extreme heat.

The Sac Metro Air District will work with a leading heat island researcher to model, at a granular level, the region's UHI effect, as well as the effectiveness of mitigation measures such as tree canopy, green infrastructure, cool roofs and pavements, and electric vehicle deployment. We will use these results, in combination with community input, to recommend updates of transportation and land use related design guidelines, codes, and plans. The goal is to ensure that streets, bike lanes, sidewalks, highways, and other transportation projects will be designed and built to minimize their contribution to the UHI effect while also ensuring their resistance to extreme heat temperatures and protecting people.

Because low-income communities are more vulnerable to the effects of extreme heat, this project will include extensive outreach and engagement in disadvantaged communities to understand their needs and priorities for urban forestry, pavements, public transit, and other transportation related challenges. But it's not just low-income neighborhoods being impacted, it's also Placer and El Dorado County, as heat is transported throughout the region. As the map below from a statewide UHI study developed by CalEPA in 2015 shows, while urban Sacramento may be a source of the UHI effect, prevailing winds can push the heat up to Placer and El Dorado County. Hence, it is critical to address the UHI effect through a regional approach.



Partnering with transportation and land use planners in the Sacramento region will be a critical part of the project to translate modeling results into localized strategies to incorporate UHI mitigation measures into street design, pavement material selection, complete streets guidelines, project plans, and more.

Our project will provide a valuable opportunity to reduce extreme heat and the UHI effect in the region, and transform the way we build and design our transportation infrastructure to be resilient to extreme heat. At the same time, we will protect public health, safeguard the comfort of public transit users, pedestrians and bikers, save energy, reduce ozone formation, improve storm water management, and improve communities and quality of life.

Contact Shelley Jiang at sjiang@airquality.org or 916-874-4886 if you would like to learn more about the project or become a partner on this project.

Image credits: Charts on health and heat are from the California Department of Public Health. The heat island map is courtesy of Altostratus, Inc.