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More TGIF!



Targeted Green Infrastructure Fund – Transit Stop Improvements –

The Sac Metro Air District is now accepting applications for transit stop improvements under the Targeted Green Infrastructure Fund (TGIF). The purpose of the TGIF is to reduce air pollution emissions and gain health and climate benefits from reducing vehicle travel by making small, strategic investments that facilitate walking, bicycling and transit use as a means of daily transportation.

For many people, using public transit means facing uncomfortable conditions. Many transit stops in the Sacramento region consist of a sign with no place to sit while waiting. Often transit stops are located in the open without protective shade, making them uncomfortable in the rain or hot sun. Additionally, many transit stops lack pavement, making them difficult for persons with limited mobility. Transit shelter/stop transformations have significant potential for increasing transit ridership, but transit systems frequently do not have funding for adequate facilities at all transit stops.

The current funding cycle of TGIF offers reimbursement of up to \$40,000 for the improvement of transit stops with ADA accessibility infrastructure, seating, shelter, shade trees, and/or solar-powered lighting. Public transit agencies or organizations that have or maintain transit stops or stations located in the **South Sacramento-Florin AB 617 Designated Community** are eligible to apply.

Applications will be accepted through November 20, 2019. The TGIF application and additional program information can be found at <http://www.airquality.org/Businesses/Incentive-Programs> .

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Funding for Zero-Emission Transit, School, and Shuttle Buses

The Volkswagen (VW) Mitigation Trust Fund for Zero-Emission Transit, School, and Shuttle Buses is now accepting applications. Funding is available statewide and is available to either public or private entities. Scrapping of old vehicles is required, and at least 50% of the funding is expected to reduce emissions in disadvantaged or low-income communities. Applications are first come/first served and must be submitted electronically through the online portal at <http://vwbusmoney.valleyair.org>.

Total Funding: \$65 million (first installment)

Vehicle Type: Replacement of Class 4-8 transit, school, and shuttle buses

Replacement Technology: Zero-emission only

The Guidelines are available on the website at <http://vwbusmoney.valleyair.org> or by contacting the Joaquin Valley Air Pollution Control District:

Email: vwbusmoney@valleyair.org

Phone: 833-BUS-MONEY (833-287-6663)

Fax: (559)-230-6112

Sac Metro Air District Funding available for Electric School Busses

In addition, the Sac Metro Air District is implementing a grant program for school districts in Sacramento County to purchase electric-powered school busses. The Sacramento School Bus Incentive program can cover the cost for any school district in the county to purchase one (1) FREE electric bus, with further funding available to help with the cost of purchasing additional busses. The District is accepting applications for funding through December 15, 2019. Detailed information on this program is available at: <http://www.airquality.org/businesses/incentive-programs>.

City of Sacramento's General Plan Update Sets High Aspirations

"In 2040, the City of Sacramento will be a national model of sustainable, equitable growth and community development." This is the opening of the newly-drafted Vision Statement in Sacramento's General Plan Update 2040, setting an aspirational target for the city .

The vision is shaped by the new challenges that have emerged since 2010, when the City last comprehensively updated its General Plan. Sacramento is now the fastest-growing large city in the state. Some challenges identified in the past have worsened, such as the housing shortage and escalating housing costs, which have led to increased homelessness and housing insecurity. The continued housing issues coupled with the extreme weather effects of climate change threaten our collective health, safety, and economic well-being. The people most vulnerable to these issues are the low-income and aging populations. The need for enhanced community resilience, both environmental and economic, will continue to grow.

What's most important for air quality and health?

The most important task of the [2040 General Plan Update](#) for air quality is to reduce vehicle emissions, a primary driver of ozone formation as well as a major source of toxic air contaminants. The transportation sector is changing rapidly, with "three revolutions" occurring simultaneously: (1) a transition to electric and hydrogen propulsion; (2) the rise of autonomous vehicles; and (3) the spread of ride-hailing services such as Uber and Lyft. From a human health perspective, the transition to electric and hydrogen fuel cell vehicles will have the most benefit, as their emissions are few to zero. And, electric cars will help reduce urban heat island effect as the days grow hotter. Gas-powered vehicles generate heat, and the sheer number of them on the road is a contributor to heat island effect. Electric vehicles do not generate as much heat and will help keep the city cool. This can help reduce not only ozone formation but also heat stress and heat-induced deaths in the city as the average temperature climbs and extreme-heat days become more frequent.

But, from a larger public health perspective, none of these transportation "revolutions" will reduce the biggest health impact of driving cars, which is the fatal, or life-changing, occurrences of traffic collisions. Traffic injuries remain the single greatest cause of death for people under age 24. Nor will any of the revolutions increase healthful physical activity or reduce the health impacts of the stress of driving in traffic congestion. In fact, the number of vehicles on the road is likely to increase. From the perspective of human well-being, the most beneficial efforts to evolve our transportation system will be those that promote **active transportation** as a substitute for car travel, that is, moving on foot, bicycle, or transit.

New priority in mobility: active transportation

In its last plan update, the city sought to create a "balanced" transportation system of automobile use and active transportation modes. But now the city plans to *prioritize* active transportation. When people use active transportation, cities reap multiple benefits, including less air pollution and greenhouse gas (GHG) emissions, less noise, and better population physical resilience and mental health. Recognizing these benefits, and the increasing popularity of walkable urban places, in 2016, the city adopted Grid 3.0, a plan to fund high-level investments in the street system downtown to truly balance the needs of pedestrians, bicyclists, and transit users with those of automobile users. This 2040 General Plan Update will spread the Grid 3.0 strategies to the rest of the city. The transportation system will be planned to grow through a network of bicycle and pedestrian infrastructure linking all residents with desired destinations. The transportation plan will be bolstered by

land use planning that focuses growth inward with compact development and actions to enable investment in existing communities. The plan will prioritize siting public facilities, parks, schools, health care, and employment near low-income communities and in all new development.

Heightened attention to well-being and environmental justice

In California's past, General Plans were focused on the *physical* growth and changes envisioned for a community. In recent years, many jurisdictions are adding emphasis on people-focused outcomes, such as public health and equity. Following this trend, and more specifically, triggered by the passage of environmental justice legislation Senate Bill 1000 in 2016, Sacramento's General Plan will describe actions the city will take to ensure specific *social* outcomes: to support public health, be climate-ready, and provide benefits equitably across the population. The Plan will strive to address historical inequities among neighborhoods and improve conditions in disadvantaged communities, reducing pollution exposure and promoting food access, safe homes, and physical activity. It is important that the new "three revolutions" transportation technology options are accessible to the most vulnerable and historically underserved populations so that the technology itself does not contribute to another compounded negative health outcome.

Timetable and influences on the plan

The last *comprehensive* update of the city's General Plan in 2010 produced the 2030 Plan, the first in the city to be based on smart growth principles. In 2015, the 2035 update incorporated themes of multimodal transportation, infill development and connectivity. It added climate action measures into the Plan's goals, policies and implementation measures, so that, once adopted, the 2035 General Plan became the city's Climate Action Plan (CAP). This CAP met the CEQA requirements for a *qualified* CAP, that is, one from which new proposed projects and plans could "tier from," or achieve CEQA compliance for GHG reductions by complying with the principles/guidelines/rules of the CAP, instead of completing an environmental analysis of their own.

For the 2040 GPU, overall themes include equity, prioritizing non-auto transportation, and [new housing throughout Sacramento climate resilience](#). The Plan will also focus on safety, addressing climate resiliency strategies, such as protection of the community from flooding, fire, and other risks associated with effects of climate change, in response to SB 379 (2015). The General Plan Update 2040 will also incorporate the requirements of Senate Bill 743 (2013), requiring agencies to use vehicle miles traveled (VMT) instead of traffic congestion as the metric to determine impacts in environmental impact reports. This will facilitate the development of projects that increase rates of active, air-quality-supportive transportation such as walking, biking, and transit use. The Plan will cultivate development of a broad mix of housing types and guide robust investment in utility infrastructure. And along with the General Plan Update 2040, the city is drafting a new stand-alone CAP. The new CAP will be "qualified" and will include a framework for reducing "programmatic" GHG emissions, that is, emissions in large and complex plans such as specific plans. The General Plan Update 2040 will be complete in 2021.