



June 29, 2020

Mayor's Commission on Climate Change

RE: Mayor's Commission on Climate Change's Draft Report

Dear Mayor's Commission on Climate Change,

Thank you for the opportunity to comment on the Mayors' Commission on Climate Change's recommendations for achieving carbon zero in Sacramento and West Sacramento by 2045. The Coalition for Clean Air's (CCA) mission is to protect public health, improve air quality, and prevent climate change.

CCA strongly supports the Climate Commission's urgency to achieve carbon zero in order to combat climate change and protect public health. The Sacramento region has the fifth-worst ozone (or "smog") pollution in the country, according to the American Lung Association's 2019 State of the Air report. This urgency has grown more important with the current Covid-19 pandemic, where we are seeing troubling correlations between unhealthy air and higher death rates due to Covid-19. The bold, transformative action that this report calls for is important to drastically reduce pollution, improve public health, and provide equitable benefits for all Sacramentans.

With transportation being Sacramento's largest source of emissions, we appreciate the Commission making mobility one of its top strategies. The hierarchy of prioritizing active transportation as the healthiest and most efficient option, public transit and pooled shared mobility for longer trips, and finally zero-emission vehicles (ZEVs) for trips where transit or active transportation is not a viable option, will significantly facilitate mode shift to cleaner mobility options. CCA recognizes the draft's comprehensive approach for significant increases of these types of trips and ZEV registrations and we applaud the Commission's actions to accelerate this mode shift through:

- Pedestrian-centric design and improvements for walking and biking infrastructure.
- Seamless network of active transportation corridors and providing basic amenities at the neighborhood level so that shorter trips can be taken by walking or rolling to meet daily needs.
- Expansion and improvement of transit and shared mobility services to be more accessible, affordable, timely and attractive than single-occupancy-vehicle use.
- A comprehensive package of incentives, disincentives and policies to encourage the adoption of zero-emission vehicles (ZEVs).
- Creating a strategic network of public charging and hydrogen fueling stations, including the installation of chargers at workplaces, multifamily housing developments and community hubs.
- Disincentives for driving, such as limited parking, to further reinforce motivations for choosing low- or zero-carbon transportation modes.

- Establishing car-free districts on weekend nights in areas that offer local commerce, recreation, and arts and culture.

In addition, we support the transition to zero-emission landscaping equipment and hand tools for municipal, residential, and private properties by 2025. Gas-powered landscaping equipment and hand tools contribute to our local air pollution and this complete transition to zero-emission landscape equipment would effectively eliminate air pollution and GHG emissions produced by these sources' fuels. This would lead to immediate air- quality improvements and support positive health outcomes, particularly for equipment operators with a high degree of exposure to equipment emissions.

Finally, we support the transition to zero-emission technology for heavy-duty vehicles and towards delivery consolidation to get polluting heavy-duty vehicles out of urban areas. Heavy-duty vehicles account for 27.2% of total highway transportation energy consumption and 66.4% of total highway vehicle PM2.5 emissions. They can cause even more pollution in dense urban centers as the last-mile delivery of goods is the most polluting segment of the supply chain network. Widespread adoption of medium- and heavy-duty ZEVs can yield tremendous air quality benefits, particularly for communities near major goods movement corridor. We applaud the Commission's actions to accelerate this transition through:

- Implementing low-carbon cargo zones in hot spots for air pollution and congestion by creating consolidation spots for delivery companies and requiring the final leg of deliveries to be completed by walking, rolling, or ZEV.
- Partnering with the California Mobility Center, Plug-In Partnership, and similar initiatives to incentivize innovation to deploy ZEV pilots for medium- and heavy-duty vehicles, goods movement.
- Engaging industry to identify the needs and barriers for adopting electrified, automated transportation beyond CARB regulatory requirements.
- Establishing medium- and heavy-duty electrification zones to promote accelerated adoption and create living wage job opportunities.
- Identifying solutions to address challenges in converting medium/heavy-duty vehicles to ZEVs.
- Expanding "electric first" guidelines that direct city departments to purchase ZEVs and forging partnerships to pilot medium/heavy-duty ZEVs upon availability of technology and promote the electrification of school buses.

We commend the Commission's excellent work in preparing these comprehensive and thoughtful recommendations and again thank the Commission for the opportunity to comment on the draft report for achieving carbon zero in Sacramento and West Sacramento by 2045.



Julia Randolph
Policy and Outreach Associate