

Mayors' Commission on Climate Change Background for October 23rd Meeting

Working Definition of Carbon Zero

For the purpose of the Commission, “Carbon Zero” is interpreted as carbon neutral, meaning that the net greenhouse gas (GHG) emissions of each city equal zero. The cities should account for GHG emissions based on international protocols which specify that inventories include those emissions generated within city boundaries. As such, the cities should be focused on energy demand from buildings, transportation, energy supply, and waste.

Working Definition of Equity

Equity means making the decisions to ensure the fair and proportional distribution of impacts, opportunities, resources, and costs.

Equity also demands inclusivity, the practice of including relevant stakeholders and communities, particularly marginalized communities and groups that have been historically left out, in the policymaking and governance process, in order to ensure fair and equitable outcomes.

Land Use Strategy Recommendation (Built Environment)

Strategy: The cities of Sacramento and West Sacramento will support infill growth to ensure that 90% of their growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project level VMT should be 15% below (or 85% of) the regional average.

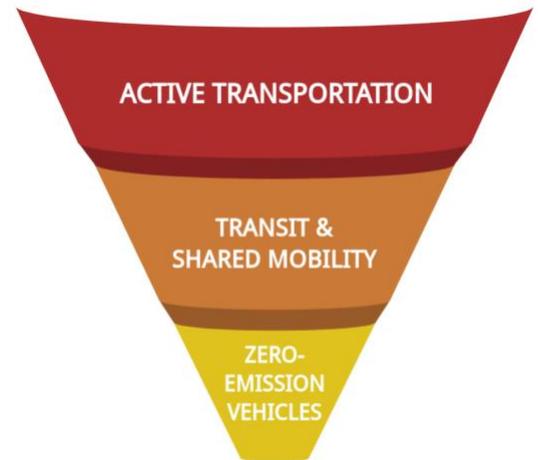
Tactics:

1. Introduce and advocate for state, regional, and local regulations that clearly limit new development to existing developed areas in the region while promoting accessibility and adopting anti-displacement policies for residents and small businesses. Work with the private sector to encourage infill development.
2. The cities of Sacramento and West Sacramento should accommodate and facilitate construction of 30% of the region’s new living wage jobs and 35% of the region’s new housing units by 2040, prioritizing the construction of affordable housing, through strategic infrastructure investments, expansion of by-right zoning, TOD ordinances, financial incentives, and modifying single family dwelling designations, all coupled with accessibility, universal design, and anti-displacement policies with a commitment to affordable workforce housing.
3. The cities of Sacramento and West Sacramento with support from the Climate Commission will prioritize public investment in low emission development areas using a locational efficiency metric such as a city average Vehicle Miles Traveled (VMT) limit, additional building siting and efficiency requirements, and/or others. The public investment will promote accessibility, universal design, and anti-displacement.

Mobility TAC Recommendations

The Mobility TAC’s overarching goal is to reduce single-occupancy vehicle trips and vehicle miles traveled by making sustainable mobility options more accessible, affordable, convenient and appealing. The TAC also recognizes that social equity must be prioritized in order to ensure that *all* communities can access advanced clean mobility opportunities, as well as the need for robust outreach, education, incentives, and ongoing engagement in order to shift behavior and cultural norms.

The order of mobility strategies reflect the TAC’s recommended transportation modal hierarchy, which first prioritizes active transportation, then transit and shared mobility, and finally zero-emission vehicles, as depicted in the graphic to the right. The mode share targets set forth in the strategies apply to trips within city limits.



Initial Ratings of Mobility Strategy Recommendations

STRATEGY	EMISSIONS REDUCTION	MUNICIPAL COSTS	TOTAL COSTS	COMMUNITY SAVINGS
Active Transportation Expand and enhance accessibility to low-stress connected infrastructure for walking and rolling, prioritizing improvements that address specific community and neighborhood concerns and needs, so that 30% of all trips are by active transportation by 2030 and 40% by 2045.	HIGH	\$	\$	\$\$\$
Transit & Shared Mobility Expand and improve transit and shared mobility services to be more accessible, affordable, timely, and attractive than single occupancy vehicle use so that 30% of all trips are by transit and pooled shared mobility by 2030 and 50% by 2045.	HIGH	\$	\$\$\$	\$\$\$
Zero-Emission Vehicles Develop a comprehensive package of incentives, disincentives, and policies to encourage the adoption of zero-emission vehicles (ZEVs) so that 70% of new vehicle registrations will be for ZEVs by 2030 and to achieve 100% electrification of all public, private, and shared fleets by 2045.	HIGH	\$\$	\$\$	\$\$

STRATEGY RATINGS KEY			
EMISSIONS REDUCTION POTENTIAL <i>per year by 2045</i>	HIGH > 1 million tonnes	MED 100k - 1 million tonnes	LOW < 100k tonnes
MUNICIPAL COSTS <i>per year until fully implemented</i>	\$ < \$1 million	\$\$ \$1 million - \$5 million	\$\$\$ > \$5 million
TOTAL COSTS <i>per year until fully implemented</i>	\$ < \$10 million	\$\$ \$10 million - \$50 million	\$\$\$ > \$50 million
COMMUNITY SAVINGS <i>per year by 2045</i>	\$\$\$ > \$50 million	\$\$ \$10 million - \$50 million	\$ < \$10 million



Expand and enhance accessibility to low-stress connected infrastructure for walking and rolling, prioritizing improvements that address specific community and neighborhood concerns and needs, so that 30% of all trips are by active transportation by 2030 and 40% by 2045.

Implementation Tactics

1. **Adopt a policy to prioritize pedestrian travel at the top of the modal hierarchy.** Funding should be proportionally allocated to make possible the mode shift targets.
2. **Conduct a comprehensive neighborhood-level audit to identify deficient active transportation infrastructure and develop and implement a staged plan that prioritizes high-injury portions of the network by 2027.** Example improvements include added or improved sidewalks, pedestrian/bike crossings, protected bikeways, wayfinding signs, efficient street lighting, and facilities such as bike storage, covered rest areas, and drinking fountains, prioritizing marginalized communities and key travel corridors. Pursue Vision Zero measures that make it safer (and more attractive) for residents to walk and roll, such as by optimizing traffic signal timing for bicyclists to travel safely through busy streets and intersections.
3. **Adopt a policy to accept traffic congestion for passenger vehicles to prioritize other modes and develop a transportation demand management (TDM) policy/program with incentives to help drivers to shift to walking and rolling for short-distance trips.** The TDM program should be informed by proven strategies and developed, implemented, and completed by 2027.
4. **Update design guidelines and street design standards for new development and prepare plans for commercial corridors to prioritize pedestrian-centric design and infrastructure improvements that enable all residents to easily and safely walk or roll to meet their daily needs** including grocery stores, schools, parks, and other key facilities based on community input. Identify at least one area in each city to pilot roadway conversions, alley activations, parklets, and innovative streetscape enhancements to support placemaking efforts. Create and promote a standard process to convert on-street parking spaces for other public uses, such as parklets, plazas, and bike corrals, particularly in areas with high volumes of pedestrians and bicyclists.
5. **In coordination with community leaders and residents, identify gaps in neighborhood needs that would encourage active transportation and address unmet needs,** such as community gardens or produce shops. Develop resources to support community-led initiatives to address identified gaps, which could include trainings, connections to potential partners, support for grant applications, and guidance to navigate financing options and the permitting process.
6. **Develop and implement a green connections strategy to create a seamless network of low-stress, multi-use paths and trails and increase access to parks and open spaces.** Implement pilots that promote greater use of active transportation modes and incentivize behavior change, such as by paying residents to reduce vehicle miles traveled or launching communitywide competitions with prizes.
7. **Establish car-free districts on weekend nights** in areas that offer local commerce, recreation, and arts and culture.
8. **Implement 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.



Mobility Strategy Recommendation #1 | Active Transportation

Expand and enhance accessibility to low-stress connected infrastructure for walking and rolling, prioritizing improvements that address specific community and neighborhood concerns and needs, so that 30% of all trips are by active transportation by 2030 and 40% by 2045.

Desired Results & Benefits

- Increase baseline mode share of ~10-14% active transportation to 30% by 2030 and 40% by 2045.
- First and foremost, the Mobility TAC envisions walkable and rollable neighborhoods where residents can easily walk or roll to meet their daily needs. Active transportation is prioritized at the top of the modal hierarchy to align with the Commission's goals to promote infill development and urban density, and to underscore the benefits of active transportation in regard to affordability and public health.
- Improved public health outcomes as a result of increased physical activity from utilizing active modes of transportation including walking, biking, and rolling.
- Added or improved active transportation infrastructure in neighborhoods and key travel corridors.
- Improved transportation safety by prioritizing pedestrian-centric design.
- Innovative placemaking and neighborhood activation pilots.
- Reduced traffic congestion and road and parking facility cost savings.

Financing & Funding Options

- Congestion pricing: A form of demand pricing that can be leveraged to charge drivers of polluting vehicles to use certain portions of the local transportation network during high traffic periods.
- Caltrans Active Transportation Program: State grant program for new infrastructure and education programs that promote active modes of transportation and support new pedestrian facilities, bike paths and lanes, and new or expanded bike share programs.
- SGC Affordable Housing & Sustainable Communities Program: State grant program for affordable housing and transportation infrastructure.
- Caltrans Sustainable Communities Grants and State Partnership Grants: State grant program for regional transportation projects, including projects that address multimodal transportation deficiencies.
- Federal, state, regional, and local grant programs for active transportation, complete streets, safe routes to school, and more.

Overcoming Potential Hurdles

- Safety: Prioritize improvements along high-injury portions of the transportation network, such as by optimizing traffic signal timing for pedestrians and bicyclists to travel safely through busy streets and intersections. Implement neighborhood-level improvements including efficient street lighting, tree shading, and other measures to support safe travel by active modes.
- Transportation user perceptions: Partner with organizations to conduct a robust outreach campaign to demonstrate the benefits of active transportation and install wayfinding signs with helpful tips. Address the social stigma of personal vehicles as markers of success.
- Cost of active transportation infrastructure: Develop and implement a *staged* plan based on comprehensive neighborhood-level audits. Apply for multiple grants, such as for active transportation and urban forestry, to layer funds and implement holistic improvements. Engage with businesses and developers to install active transportation infrastructure in new developments and improve existing commercial corridors.



Mobility Strategy Recommendation #2 | Transit & Shared Mobility

Expand and improve transit and shared mobility services to be more accessible, affordable, timely, and attractive than single occupancy vehicle use so that 30% of all trips are by transit and pooled shared mobility by 2030 and 50% by 2045.

Implementation Tactics

1. **Adopt a transit-first policy in arterial corridors and any new highway expansions to direct funding and capacity to expand and electrify mass transit.** Funding should be proportionally allocated to make possible the mode shift targets.
2. **Create integrated mobility hubs near transit stops, prioritizing under-resourced communities, to address first/last mile connections.** The pilot hubs can showcase innovative mobility solutions while supporting community placemaking efforts by serving as a destination for travelers and residents to meet their daily needs, incorporating new technology as it becomes available.
3. **Encourage the use of transit among low-income and underserved populations** by working with communities to identify new transit stops, increasing route frequency, providing discounts to low-income riders, seniors, and people with disabilities, and partnering with community organizations to highlight alternative mobility choices.
4. **Establish requirements for city-regulated private shared-mobility service providers** to ensure access for people with disabilities, expand service to underserved communities, establish more affordable options for low-income users, provide alternative methods of access and payment, and electrify shared mobility operations. Encourage bike-share providers to add cargo e-bikes and options for people with disabilities.
5. **Develop a comprehensive package of incentives, disincentives and policies to reduce inbound/outbound VMT between neighboring jurisdictions,** such as transit subsidies, carpools and vanpools, telecommuting, highway expansion moratoriums, flexible work hours, guaranteed ride-home programs, and employer incentive programs. The savings from this program will be reinvested in transit and shared mobility.
6. **Recognizing the reality of transit patterns, develop a strategic plan to invest in a Northern California mega-regional, innovative rail and transit network** in partnership with Capitol Corridor, Caltrans, San Joaquin Rail, ACE Rail, SACOG, and SF Bay Area MTC with a goal of electrifying corridors and reducing travel time to one hour from Sacramento to the Bay Area.
7. **Eliminate minimum parking requirements** where appropriate and feasible based on community needs and incentivize developers to offer options such as transit passes, bike parking facilities, or carshare pods in lieu of vehicle parking spaces. Implement a performance parking program with equity measures that includes unbundled parking, ending monthly passes, and implementing demand-based pricing to ensure appropriate occupancy to eliminate cruising.
8. **Rapidly accelerate shared, electric, and pooled rides** through parking pricing incentives, a range of public and private mobility options, and coordination with commuter programs and ride-matching, with the inclusion of accessible vehicles and autonomous vehicles.
9. **Ensure that mobility strategies for suburban communities account for inequitable access to transit and safe active transportation networks,** and identify targeted, community-based solutions for shared and/or zero-emission vehicle services to address mobility barriers.



Expand and improve transit and shared mobility services to be more accessible, affordable, timely, and attractive than single occupancy vehicle use so that 30% of all trips are by transit and pooled shared mobility by 2030 and 50% by 2045.

Desired Results & Benefits

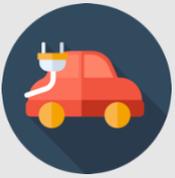
- **Increase baseline mode share of ~4% transit to 30% by 2030 and 50% by 2045 for both transit and shared mobility (baseline data for shared mobility currently unavailable).**
- In order to achieve carbon zero, mass transit must be at the center of a robust multi-modal transportation network. Particularly for longer trips where active transportation may not be feasible, the Mobility TAC recommends prioritizing transit and shared mobility options. By leveraging new initiatives, such as the California Mobility Center, the cities can become a test bed for innovation and clean mobility solutions including autonomous vehicles.
- Robust multimodal transportation network centered around electrified mass transit.
- Integrated mobility hubs and platforms to enable transportation users to easily access multiple mobility options including transit and shared mobility services.
- Improved accessibility, particularly for non-drivers including youth, seniors, and people with disabilities.
- Reduced traffic congestion and road and parking facility cost savings.

Financing & Funding Options

- Congestion pricing: A form of demand pricing that can be leveraged to charge drivers of polluting vehicles to use certain portions of the local transportation network during high traffic periods.
- Transit Revenue: Fare revenue from increased ridership.
- SGC Affordable Housing & Sustainable Communities Program: \$395 million for affordable housing and transportation infrastructure.
- Caltrans Sustainable Communities Grants and State Partnership Grants: State grant program for regional projects, including projects that address multimodal transportation deficiencies with a focus on transit.
- Caltrans Low Carbon Transit Operations Program: State grant program providing operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility.
- Caltrans Public Transportation Modernization, Improvement, and Service Enhancement Account: Funds transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, and more.

Overcoming Potential Hurdles

- Accessibility and affordability: Engage residents in underserved communities to identify locations for new transit stops and provide free or discounted transit passes to low-income riders. Establish requirements for city-regulated private shared mobility service providers to ensure access for people with disabilities. Install kiosks that enable transportation users to access mobility options with alternative methods of payment.
- Cost of expanding transit: Establish new mechanisms to generate revenue, such as by establishing low-emission zones and congestion pricing through a phased approach. Identify innovative, lower-cost solutions to providing transit service such as by expanding micro-transit services or partnering with shared mobility service providers.
- Transportation user perceptions: Partner with organizations to conduct a robust outreach campaign to demonstrate the benefits of public transit and shared mobility options. Implement a user survey system to identify and implement improvements to transit stations and passenger vehicles. Address the social stigma of personal vehicles as markers of success.

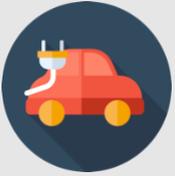


Mobility Strategy Recommendation #3 | Zero-Emission Vehicles

Develop a comprehensive package of incentives, disincentives, and policies to encourage the adoption of zero-emission vehicles (ZEVs) so that 70% of new vehicle registrations will be for ZEVs by 2030 and to achieve 100% electrification of all public, private, and shared fleets by 2045.

Implementation Tactics

1. **Develop public-private partnerships and accelerate public deployments to expand the cities' network of affordable public charging and hydrogen fueling stations**, prioritizing installations at or near transit stations, mobility hubs, community hubs in under-resourced communities, and multifamily housing to support first/last mile connections and multi-purpose charging capabilities to support ZEVs, e-bikes, powered wheelchairs, and energy storage.
2. **Adopt CALGreen Tier 2 standards that establish minimum requirements for EV capable parking spaces based on building type**, and advance EV charging together with building electrification strategies to reduce housing costs and accelerate affordable, clean, and equitable housing and mobility options holistically.
3. **Work with major employers including the State of California to encourage ZEV adoption and sustainable commute habits** through TDM programs, management of parking privileges, and by providing workplace charging options where possible. Incentivize businesses to convert fleets to ZEVs and enable employers to use business assistance loans and incentives to purchase ZEV fleet vehicles and install ZEV infrastructure. Identify solutions to address challenges in converting medium/heavy-duty vehicles to ZEVs.
4. **Expand "electric first" guidelines that direct city departments to purchase ZEVs** and develop a plan to convert 100% of all light-duty vehicles in the cities' fleets to ZEVs by 2030 while forging partnerships to pilot medium/heavy-duty ZEVs upon availability of technology and promoting the electrification of school buses.
5. **Through a phased approach, establish low-emission zones and implement congestion pricing** to deter the use of polluting vehicles by requiring motorists to pay fees for driving in city centers and congested corridors, using tolls linked to traffic congestion levels and with special focus to ensure transit operating in shared right-of-ways does not experience delay. Adopt and enforce anti-idling policies at railway crossings, stop lights, drive-through restaurants, and schools. Work with a resident advisory group to ensure equitable benefits and impacts to road users and leverage revenue to fund incentives for clean mobility solutions.
6. **Partner with the California Mobility Center, Plug-In Partnership, and similar initiatives to incentivize innovation to deploy ZEV pilots for medium/heavy-duty, goods movement, and autonomous vehicles.** Engage industry to identify the needs and barriers of adopting electrified, automated transportation beyond CARB regulatory requirements. Establish medium- and heavy-duty electrification zones to promote accelerated adoption.
7. **Leverage electrification opportunities to create employment opportunities** through workforce development and transition programs and to achieve equitable access to ZEV technologies and benefits for low-income populations and underserved communities.
8. **Provide all low-income residents with access to free or affordable ZEV carshare programs**, such as by working with SMAQMD to expand Our Community CarShare, and create pathways for ZEV ownership by providing rebates and assistance with financing and insurance.
9. **Forge partnerships to conduct a robust outreach campaign to encourage ZEV adoption** and help residents and businesses navigate the decision-making process for using ZEVs for shared mobility programs and buying or leasing new or used ZEVs where appropriate, such as by engaging rental car companies and car dealerships or promoting CARB's One-Stop-Shop.



Mobility Strategy Recommendation #3 | Zero-Emission Vehicles

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Desired Results & Benefits

- **Increase baseline of 0.8% light-duty ZEVs to 100% electrification of all public, private, and shared fleets by 2045.**
- The strategy targets coincide with Mobility TAC's vision of reducing personal vehicle ownership and single occupancy vehicle trips. Trips that may not be possible through active transportation or transit/shared mobility should be through ZEVs, as technology allows, to reduce emissions, congestion, and vehicular accidents.
- Established network of public charging and hydrogen fueling stations, including the installation of chargers at workplaces, multifamily housing, and community hubs.
- Improved public safety and clean air benefits with reduced reliance on internal combustion engine vehicles.
- Workforce development and transition programs to support electrification and create living wage jobs.

Financing & Funding Options

- Congestion pricing: A form of demand pricing that can be leveraged to charge drivers of polluting vehicles to use certain portions of the local transportation network during high traffic periods.
- Clean Vehicle Rebate Program: Up to \$7,000 to purchase or lease ZEVs for residents, up to \$5,000 for businesses.
- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: Point-of-sale discounts to vehicle purchasers.
- CEC Low-Carbon Fuel Production Program: State grant program for new and expanded renewable, ultra-low-carbon transportation fuel production that help the California fuel industry, vehicle manufacturers, and operators work toward a low-carbon future.
- CEC Zero-Emission Vehicle and Zero-Emission Vehicle Infrastructure Manufacturing: State grant program for projects that will support the manufacture of ZEVs and ZEV infrastructure technologies.
- CARB Low Carbon Transportation Investments and Air Quality Improvement Program: State grant program providing incentives to reduce GHG, criteria pollutant, and toxic air contaminant emissions through the deployment of advanced technology and clean transportation in the light-duty and heavy-duty sectors.

Overcoming Potential Hurdles

- Concerns for low-income residents: The strategy is focused on new vehicle registrations for 2030, targeting those with the means to purchase new vehicles rather than inadvertently burdening low-income communities. Provide all low-income residents with access to free or affordable ZEV carshare programs to ensure that all residents have access to ZEVs regardless of income and resources.
- Technological barriers: Partner 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, and autonomous vehicles. Engage industry to identify the needs and barriers of adopting electrified, automated transportation beyond CARB regulatory requirements. Establish medium- and heavy-duty electrification zones to promote accelerated adoption and create living wage job opportunities.
- Transportation user perceptions: Partner with organizations to conduct a robust outreach campaign to demonstrate the benefits of ZEVs, such as by hosting ride events. Leverage CARB's One-Stop-Shop, which streamlines access to transportation incentives including rebates for purchasing ZEVs. Address the social stigma of personal vehicles as markers of success.