

350 Bay Area Transportation Team Agendas/Notes

Zoom link: <https://us02web.zoom.us/j/82355760334?pwd=MkxzczWt1ZVhrSE4yVVZxVnBwQytkZz09>

Phone: +1 669 900 6833

Meeting ID: 823 5576 0334

Passcode: 745754

Reminder: send out meeting reminder, and put meeting on the website

Upcoming :

High speed rail– **Tabor, Rebecca@HSR** <Rebecca.Tabor@hsr.ca.gov>

Paul Nijssen of evcharge4ue.com

Zack Deutsch-Gross - Transform

Jeff Beeman – can talk about HSR

[New Agendas 2025-6](#)

Sunday, December 15, 2024 10:30 - Noon

Present: Jack, Jennifer, Sara, Mahlon, Elena

Note-taker:

Facilitator: Jack

Guest speaker–Jan meeting

Harry Symons, BART Principal Government & Community Relations Representative

BART's Role in the Region Study, which was just released. <https://www.bart.gov/about/planning/region>

Update on Regional ballot measure

The measure is out and signatures

Politico [Can a ballot measure save BART?](#) 12/09/2024

“Once they settle on the more popular approach, officials hope to draft legislation that can receive the governor’s signature by September. But even after months of discussions, a number of commission officials continued to express skepticism about the plan.

‘I just don’t see this ever passing, or even getting out of the legislature,’ co-chair Nick Josefowitz said of one option. ‘It’s just so complex, and it requires everyone to have so much faith in our institutions.’”

MTC Commissioner and Select Committee Chair Jim Spering of Solano County is retiring. Jeffrey Tumlin of SFMTA is stepping down.

Bay Area Metro blog [MTC to poll area residents on options](#) for preserving, improving transit service, December 9, 2024

"...polling on *two separate frameworks* for a potential 2026 transportation tax measure that could avert deep service cuts ... and could spur implementation of the Bay Area Transit Transformation Action Plan to improve the customer experience for transit riders...

A third option for which polling may be conducted would involve *tax rates that vary by county*. ...The Commission also approved several policy provisions for inclusion in new state legislation that would enable voters to consider a future ballot measure, including requiring *stronger oversight* of transit agencies’ financial information and requiring transit agencies to adopt policies to help improve the transit customer experience *as a condition for receiving new funds*.”

Marin Journal [Bay Area planners to poll residents on transportation tax](#) December 10, 2024

“The key questions center around which tax framework — designed to save pandemic-strained bus and rail agencies from financial collapse — would garner the most voter support. One option is a 10-year half-cent sales tax to fund transit only, and the other is a sales tax plus a parcel tax lasting 30 years to support transit and infrastructure improvements.

Another unknown is which counties would be included. As discussed so far, Marin and its North Bay neighbors would either be left out of the mix or provided the opportunity to opt in.”

MTC will take a poll. Problem explaining it to voters. Sales tax that varies by county is a possibility but may not be legal and/or create opposition. VPT wants a 9 county with opt-in for san mateo/santa clara. May go to legislature without a clear proposal.

Source: <https://elections.cdn.sos.ca.gov/ror/15day-gen-2024/county.pdf>

The 9 counties under consideration for a Bay Area regional transit measure

County	eligible	registered
Napa	97259	85,045
Marin	182886	172,385
Solano	318536	269,604
Sonoma	353,787	309,263
San Mateo	513823	443,350

San Francisco	663453	520,203
Contra Costa	799280	722,861
Alameda	1132323	961,304
Santa Clara	1269781	1,048,723
	TOTAL registered	4,532,738

The 5 southern counties without Santa Clara could win against Santa Clara

County	eligible	registered
<u>San Mateo</u>	513823	443,350
San Francisco	663453	520,203
Contra Costa	799280	722,861
Alameda	1132323	961,304
	TOTAL registered	2,647,718

San Mateo county siding with SC wouldn't greatly affect the outcome.

County	eligible	registered			County	eligible	registered
<u>San Mateo</u>	513823	443,350			San Francisco	663453	520,203
Santa Clara	1269781	1,048,723			Contra Costa	799280	722,861
	TOTAL registered	1,492,073			Alameda	1132323	961,304
						TOTAL registered	2,204,368

The Northern counties just don't have that many voters.

County	eligible	registered
<u>Napa</u>	97259	85,045
<u>Marin</u>	182886	172,385
<u>Solano</u>	318536	269,604
<u>Sonoma</u>	353,787	309,263
	TOTAL registered	836,297

[Use of state highway money to save mass transit](#)—PA is doing this. Can NY? Can CA?

2022 CA did something like this. Move LA.

Webinar hosted by GND for Transportation—need to research this.

FTA flex funding

<https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-transit-and-highway-improvements> Under the current transfer provisions in 23 USC §104(f), states may request the transfer of the Title 23 **funds** used for **transit** projects to FTA or have the **Federal Highway** Administration (FHWA) administer the **funds** under Title 23.

California Clean Car Waiver going before Trump Supreme Court

Supreme Court takes up case over California vehicle emissions standards

<https://www.cbsnews.com/news/supreme-court-california-epa-waiver-vehicle-emissions-standards/>

California's Ability to Set Its Own Vehicle Emissions Standards Heads to Supreme Court

<https://www.kqed.org/science/1995324/californias-ability-to-set-its-own-vehicle-emissions-standards-heads-to-supreme-court>

Supreme Court to weigh in on case involving California's power to clean its air

<https://calmatters.org/environment/2024/12/supreme-court-california-vehicle-emission-standards/>

Supreme Court to hear challenge related to California's tough vehicle emissions rules

<https://www.usatoday.com/story/news/politics/2024/12/13/supreme-court-california-emissions-electric-epa-climate-change/75737188007/>

Consider a demonstration at end of June;

Combine with other causes? Focus on waiver decision right now for a demo at EPA.

Sierra Club, CBD, docitors, scientists, ALA, frontline communities,

Phaseout of new gas-car sales in 2035

Discussion on whether CA can achieve phase out of ICEV (Internal Combustion Engine Vehicle) new car sales in 2035 (flat 3rd Quarter EV sales—26.4%, 25.4% YTD; Bay Area sales down from 38% to 35%)

[Biden Administration Is Said to Allow California to Ban New Gas-Powered Cars](#) California “is expected to fight any revocation, setting up a consequential legal battle with the new administration.”

[California approves \\$1.4 billion for EV Chargers](#)

Reports

[Report from Australian publication](#) that Electric bikes and mopeds are “displacing four times as much demand for oil as all the world’s electric cars at present due to their staggering uptake in China and other nations where mopeds are a common form of transport.”

I Tried An EV Battery Swap Station. It May Just Be The Future

<https://insideevs.com/features/743263/battery-swapping-nio-ev-china/?>

CLEE's new [Equitable EV Action Plan Framework](#) provides local leaders and communities with the tools and resources to start crafting local, equity-oriented plans for *public EV charging, shared mobility, fleet electrification, and more*. Developed in partnership with The Greenlining Institute, Forth Mobility, and local stakeholders from five states, the Framework highlights best practices and innovative pilots from around the US in a comprehensive template for local leadership.

[Inside Climate News Article](#) about Trump playing to fears of EVs

City Reports

Fremont—Intersection of Fremont & Country is nearly complete

San Francisco—Valencia one lane blocks traffic. Bike lane still in center.

Great Highway is closed

20th Street not being used as a slow street

San Leandro—crossing State Route 185; pedestrian light is way too long. San Leandro 311 feature requested tweaking of timing; public works—talk to Caltrans. **AI says:** A "double flashing red" typically means the same as a single flashing red light, which signifies that you must come to a complete stop at the intersection and yield to traffic before proceeding when it is safe to do so; essentially acting like a four-way stop sign where you must yield to the vehicle on your right if multiple vehicles arrive at the same time.

Sunday November 17, 2024 10:30-Noon

Present: Jennifer, Jack, Mahlon, Sara, Marjorie, Nick, Elena , Colin Downey, Kaleo M

Note-taker: Jack/Elena?/Nick

Facilitator: Jack

Time-Keeper

Clean Trucks letter to state Governors

We signed off on a Sierra Club national [letter to state Governors](#) urging them to “continue being leaders on reducing vehicle emissions and stay committed to the clean truck standards your states have adopted, which will deliver vital health, environmental, and economic benefits.” and specifically to implement the Heavy-duty Omnibus (HDO) and Advanced Clean Trucks (ACT) standards.

Some truck manufacturers are pushing disinformation re: ability to meet these Clean Truck standards, which are already much more relaxed compared to light duty EV adoption.

We have therefore expressed our solidarity in support of state Gov who now face headwinds federally.

Transit Ballot measure prospects—Analysis from Marjorie and Sara

MTC Planning Committee's public feedback report: staff sought feedback on Plan Bay Area 2050 at 18 MTC popup events (2 per county), 8 additional popup events organized by others, 21 discussion groups and 6 presentations, totalling >13000 participants with about 3300 specific responses to particular survey questions. The survey respondents **significantly favored investment in public transit to boost ridership as a ghg-reduction strategy**

Asked to rate possible solutions to the problem of reaching climate emissions targets:

- +2183 fully supported and 776 mostly supported investment in public transit to *boost ridership* (105 not supporting at all);
- +1891 fully supported and 909 mostly supported investment to expand public transit to *new areas* (136 not supporting at all);
- +1273 fully supported and 1089 mostly supported investments in *EV chargers and programs making electric cars, bikes & scooters more available* (328 not supporting at all);
- +1100 fully supported and 1125 mostly supported investments in *road maintenance* while reducing spending on highway expansion (368 not supporting at all);
- +People generally DO NOT support time-of-day highway tolls (1173 not supporting at all)

This public feedback suggests the public wants more investments in public transit to boost ridership along with a reduced spending on highway expansion.

Conclusion: A measure with guardrails prohibiting use of the funds for highway expansion would have better overall public support.

MTC's Transportation Revenue Measure Select Committee did not come to consensus on language to send to the State Assembly for a regional measure that would be on the ballot in fall of

2026 to fund public transit (& potentially some highway widening). [Two scenarios](#) were presented to the MTC Legislative Committee on Nov 8

Proposed Next Step: Focus in on the two scenarios which have the greatest potential support. Note: Data for scenarios provided by NBS (parcel tax) based on July 2023 assessment data and Sperry Consulting (sales tax) based on estimated 2027 taxable sales.	Scenario 1A	Hybrid
	• ½ cent sales tax • Yields ~\$560M/year • 10 years • Transit only • 10% or \$56M for Transit Transformation • 4 Counties: AL, CC, SF, SM (opt-in for SC only)	• ½ cent sales tax + \$0.09 bldg. sq. ft. parcel • Yields \$1.3-\$1.5B year • 30 years • Transit + infrastructure: 10% of sales tax revenue for Transit Transformation • 5-9 Counties (including at least AL, CC, SF, SM and SC (if SC opts in).

(this slide 16 gives a quick comparison, more in slides 17-20).
These scenarios will be discussed at the [MTC Special meeting](#) Monday, December 9, 2024 - 2 p.m., Bay Area Metro Center
375 Beale Street, San Francisco, CA 94105
Specifics of the proposal are still being hammered out.

Action item: Voices is writing a call to all Voices member groups to email/call the MTC Commissioners in their counties (350BA can send to all) Scripts will address some of a county’s specific objections and urge them to support a transit funding measure that helps the whole region, facilitates transfers between agencies, and allows sources of revenue other than/in addition to sales tax.

Marjorie notes that planning needs to shift from only considering actions based on current conditions to planning actions based on FUTURE conditions – since we are already passing the 1.5 C mark — headed to ?? C.

Sara notes that highway maintenance would not be affected by blocking freeway expansions

Some new highway projects to help the ballot measure pass?--e.g. Highway 37.

Marjorie warns that the high cost of Highway 37 would balloon the cost of a public transit ballot measure - and isn’t directly related to public transit.

Elena said that adding 37 expansion to the Ballot measure would make it an Infrastructure measure, and thus would require 2/3 majority

Measures L & M in San Francisco

Measure L, the TNC tax to fund MUNI, won the required plurality of votes. However, it received fewer votes than Measure M, a tax simplification measure. Because Measure M contained a clause saying that it supervenes any other tax measure on the same ballot, this meant that Measure L effectively lost.

Oakland airport expansion rally on Nov 21

Rally at 3:30 (arrive earlier to set up); Public meeting at 4:00pm in the Port Board Room, 530 Water Street, near Jack London Square. Final Environmental Impact Report (FEIR) [sign-on letter](#) (already signed by 350 East Bay)

[Press release](#)

Sunflower alliance short info article <https://www.sunflower-alliance.org/stop-oak-expansion-november-21/>

CEC ZEV 3rd Quarter report (still not published)

2021–13%

2022–19%

2023–25%

2024–Qtr 1 & 2–25%

Auto–apocalypse–Jacob McLean, Zetkin Collective–book coming soon about ties of auto mentality and fascism

[Exclusive: Trump's transition team aims to kill Biden EV tax credit \(Reuters\)](#)

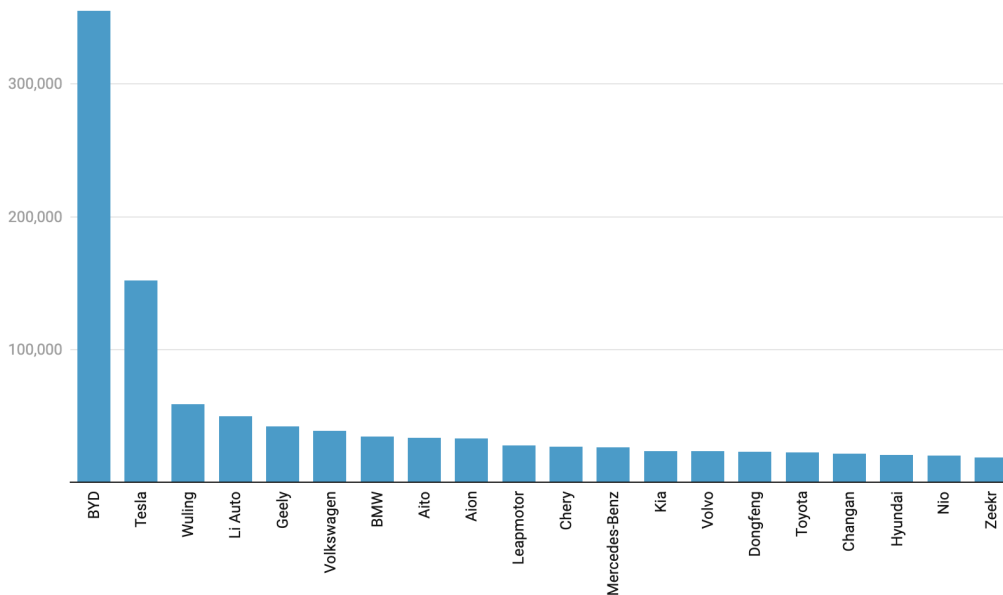
President-elect Donald Trump's transition team is planning to kill the \$7,500 consumer tax credit for electric-vehicle purchases as part of broader tax-reform legislation, two sources with direct knowledge of the matter told Reuters. Ending the tax credit could have grave implications for an already stalling U.S. EV transition. And yet representatives of Tesla - by far the nation's biggest EV maker - have told a Trump-transition committee they support ending the subsidy.

China & EVs–

UK new
records:
Septem
11 October

Leading brands by EV sales worldwide

August 2024



EV: electric vehicles. EVs include BEVs: battery-electric vehicles and PHEVs: plug-in hybrids. EV totals recorded in passenger-car market.

Chart: Autovista24 • Source: [EV Volumes](#) • Created with [Datawrapper](#)

[source](#)

Also, with 161 GW of solar and 39GW of wind power added so far in 2024, China is on target to achieve 100% clean energy by 2040. China already has 1250GW of wind and solar, which is more than all the power generation in the US.

LCFS – report on CARB vote to approve the program, November 8

Initially LCFS focused on biofuels, since electrification was in its infancy at the time. Biofuels are still carbon-emitting energy sources, but CARB has resisted moving the LCFS off biofuel emphasis AND dairy biomethane continues to be subsidized via a loophole that ranks biomethane as CLEANER than solar/wind.

CARB is a major point of resistance to Trump–California waiver to clean air act

[Energy Equity Webinar Series](#) – starts tomorrow Nov 17 @ 3pm:

What Has Stalled CA Rooftop Solar? Regulatory & Legislative Headwinds: Sun. Nov 17 @ 3pm

David Rosenfeld from the Solar Rights Alliance will give us an overview on how the legislative and regulatory environment have created strong headwinds to an affordable, resilient, reliable grid. Regulatory capture, unlimited lobbying expenditures passed on to ratepayers, and very cynical industry-driven misinformation campaigns have all contributed to big returns for shareholders and skyrocketing rates for the rest of us. Please join us as we kick off our Energy Equity campaign to

confront the forces slowing our speedy transition to affordable, clean, resilient and reliable electricity.
[Register here](#) "

[Join Zoom meeting](#)

City Reports

Fremont: Jennifer reviewed bike lane improvements and ongoing build out

Alameda - FYI updates/ongoing initiatives (not limited to Transportation) :

<https://www.alamedaca.gov/CITYWIDE-PROJECTS/De-Pave-Park> **De-Pave Park** at Alameda Point; old naval air site → ecological park. Sustainable and resilient design approach — recycling 100% of existing site materials, transformed into an ecological park adapting to SLR w/opportunities for public access and environmental education.

<https://www.oaacadapt.org/home> **Oakland/Alameda Adaptation Committee**; coordinates flood and adaptation projects to protect and restore water quality, habitat, recreation and adjacent community vitality. Two Workshops soon: (1) Alameda/Oakland Estuary (2) BayFarm Island

<https://casa-alameda.org/> **CASA** = Community Action for Sustainable Alameda:

Urban Forest Plan – (draft soon

Long-Term Regional Adaptation Plan – [Link](#)

Climate Action Plan Update and Short-Term Implementation Plan – [Link](#)

City of Alameda Sustainability – [Link](#) ; incl. CARP (Climate Action & Resiliency Plan) = “reduce Alameda’s carbon emissions to 50% below 2005 levels by 2030) and to increase community sustainability and well-being”.

Sustainability officer–Danielle Mieler - Alameda Power and Telecom - local energy provider

San Francisco

Big SF Muni cuts proposed

<https://hoodline.com/2024/11/san-francisco-s-muni-transit-cuts-loom-amid-322-million-budget-shortfall-prediction/>

Sunday October 20, 2024 10:30-Noon

Speaker: Laurel Paget-Seekins of the Voices for Public Transportation coordinating committee will speak about the potential MTC-backed regional transportation measure

[Information & script](#) to call your MTC board reps in support of public transit

Recording of meeting: [Transportation Revenue Measure Select Committee](#)

Monday, September 23, 2024 - 9:30 a.m.

See excerpts from testimony in last month's meeting notes below.

Laurel—works for Public Advocates; works in Oakland; staff VPT coalition

State transportation task force SB 125

SB 1031 got pulled; select committee; 5 meetings; no consensus ; last meeting tomorrow; then will go to full MTC board to discuss on Nov. 8; December 9 decision to draft legislation

Main sticking points

—revenue sources—vpt concerned about sales tax regressive; very high; counties feel that sales tax money is for them;

—parcel tax AC Transit has one; housing bond may want a parcel tax;

Polls very poorly—\$520 per parcel;; square footage would be more progressive

—payroll tax—business push back; rate is low, but they don't want to open the door to this being a precedent

2nd big issue is that Muni needs a lot of money; parking revenue is way down;

Santa Clara needs to be in the measure and front money to SFMTA; trying to find a deal that Santa Clara would be willing to accept; limited time fronting money for SF

—need this deal to work

A measure with 4 counties could do a fair bit, but would not solve Muni's problems; San Mateo reluctant

North Bay ? – Carol Turner? – not a sense of urgency except that GG Transit also has not recovered; smart train 1/4¢ sales tax expires in 2029; standalone issue; no service on weekends; need to improve regional connections; GG Transit focused on GG Bridge;

If Santa Clara comes along, the 9 county measure can work

Or a sub regional measure; maybe sales tax more viable in North counties

Wendi Kallins

Local officials very provincial

Monday's meeting—some money for county flex funds; highway expansion excluded? VPT opposed to widening; unpopular with MTC and some counties

Marjorie—San Jose is very car centric; fronting the money ? BART silicon valley— Santa Mateo paying little; Santa Clara paying more

Gridlock around Santa Clara—commuters

Laurel—emissions argument—SF is doing that; key to regional transit viability

Elena—use flex money for EVs; cut emissions; cut VMT; climate positive; fund zero emission

Sara—need operations funding; some capital focus in N Bay; also Santa Clara BART
Muni/AC Transit

Talking points:

https://docs.google.com/document/d/1aPn4061_sErP-YoWfP_U2Ifly2Mdk7MJBcd2QwE4u6E/edit#heading=h.r1bb5ir2pfga

Two measures – ? –return to source with guard rails; how much should each county pay for BART?
Various ways to calculate this

Trying to get north county involved in VPT

Need to go to legislature

Revise SB 375; what does that mean? Opportunity.

Replacing gas tax; hearings next year; per mile fee

GHG reduction fund money; cap and trade possible source of funding for transit

State task force—proposing legislation –

Vehicle license fee; possible; SF has authority to raise funds from veh registration fee

California emissions drop 2.4% due to electric vehicles and cleaner fuels, officials say

https://www.latimes.com/environment/story/2024-09-20/california-emissions-drop-2-4-due-to-electric-vehicles-cleaner-fuels?blm_aid=31073942

More than half of those reductions came from the transportation sector as California drivers bought more electric vehicles and less gasoline. Also, cargo trucks that ferry goods from ports and rail yards are increasingly running on crop-based biofuels instead of conventional diesel fuel.

The California Air Resources Board announced Friday that emissions of planet warming CO2 shrank by about 9.3 million metric tons in 2022 compared with 2021—the equivalent of removing 2.2 million gasoline-powered vehicles from the road for a year.

But questions still abound over whether the state will achieve its ambitious climate goals, including its 2030 target of reducing its carbon footprint by 40% compared with 1990 level.

To meet that target, Californians would need to eliminate an additional 113 million metric tons of carbon dioxide per year — on par with the emissions from 29 coal-fired power plants.

CLEE—report on EV Equity coming soon. [\(link to draft\)](#)

Jack and Elena met with Ted Lamm and Judith Katz from UC Center for Law, Energy & the Environment about their draft report “

[ItsElectric](#)—Alameda (city) is doing this

How do we advocate for charging?

- New building codes—add graph

- Signage on freeways and guidance

City Reports

[Jennifer’s report on Fremont Blvd Bike Lanes:](#)

Fremont Bike Intersections

- New intersection
- ◇ Previously featured
- Road construction finished



Sunday, September 15, 2024 10:30-Noon

Present: Jack, Mahlon, Sara, Elena

Proposed email blast to EPA–Mahlon

Sent to our google group

Send to key locations near ports, highways,

Work with Sierra Club, other allies for future campaigns

Article about Oakland's E school buses and supplying energy to the grid when idle

<https://grist.org/transportation/oakland-electric-school-buses-battery-storage/>

Fall EV Discount Campaign

[Ride and Drive Clean](#) is launching a September electric car discount campaign. This October [Ride and Drive Clean](#) will also offer eBike and pre-owned EV discounts. Join the mailing list to receive updates.

Sign Up

Update on regional transit ballot measure

Five counties?

Funding mechanism?

Distribution among counties

[Next meeting Transportation Revenue Measure Select Committee](#)

Monday, September 23, 2024 - 9:30 a.m.

Bay Area Metro Center

375 Beale Street

San Francisco, CA 94105

Santa Clara County is not enthusiastic—don't want to fund BART and Muni.

May consider a small regional measure—100% receipt of revenue for each county; property tax
Solano County also not interested.

Could have a 4 county measure—SF, Alameda, Contra Costa, San Mateo

Possible separate measures for each transit agency

Transportation revenue measure select committee—meeting Sept 23;

Will need to go back to the legislature for 2026 election

Overview of Scenarios from Aug. 26 meeting

Scenario 1:

Core Transit Framework

30-year, ½-cent Sales Tax

- ▶ Includes Alameda, Contra Costa, SF & San Mateo Counties
- ▶ Opt-in for other counties, with required contribution to Transit Transformation and funding for operating gaps, subject to negotiation with MTC.
- ▶ **Generates \$540 million/year** in the four base counties, approx. \$1 billion/year in all nine counties.

Scenario 2:

Go Big Framework

30-year

- ▶ All nine Bay Area counties
- ▶ **Generates \$1.5 billion/year** through either a \$0.28 per square foot parcel tax or a 0.54% payroll tax.*

*Data for scenarios provided by NBS (parcel tax) based on July 2023 assessment data and Sperry Consulting (payroll tax) based on 2022 taxable wages and 2022 taxable sales.

23

3. Raising \$1.5B from any single tax is difficult so consider using multiple funding sources.

Example: Two Fund Sources



- ▶ **Prop 30 (2012) placed a ¼ cent sales tax *plus* an income tax on high-earners** to support state budget and avoid cuts to education for seven years.
- ▶ Passed with 55% statewide

New Hybrid Scenario: Bringing Together Elements of Scenarios 1 and 2

- ▶ Nine-county measure for \$1.5 Billion annually
- ▶ Transit funding level aims to sustain current service levels and close operator-reported deficits.
- ▶ Combines ½ cent sales tax (\$1 billion annually) and the expenditure plan from Scenario 1 with a payroll tax of 0.18% (\$500 million annually)*
- ▶ Modest payroll tax supports employee commuter benefits (40%) and transit operations (60%).



NOBODY LIKES ANYTHING. I'M CERTAINLY HEARING THAT –committee chair Jim Spering
THE COMMON THEME COULDN'T COME TO AN AGREEMENT ALL THE WAY AROUND.

Committee member Sue Noack

Goals: ONE IS A MEASURE THAT ADDRESSES THE OPERATING SHORTFALL. CERTAINLY NOT GOING TO MEET THE THRESHOLD OF WHAT ALL THE OPERATORS ARE ASKING FOR. TWO IS TO DELIVER TRANSIT TRANSFORMATION. THREE, A MEASURE THAT VOTERS WILL SUPPORT. SO WE'RE TRYING TO BALANCE THOSE THREE GOALS, WHICH HAS BEEN EXTREMELY CHALLENGING–Jim Spering

WE HAVE BEEN IN THIS STEADY RETURN TO WORK TWO TO THREE DAYS A WEEK FOR PEOPLE IN OFFICES. SO I DON'T THINK ANYBODY IS EXPECTING, ESPECIALLY BART, CALTRAIN, GOLDEN GATE, TO SEE A HUGE JUMP IN THE NEXT FEW YEARS. HOPEFULLY IT WILL BE A GRADUAL INCREASE – Stuart Cohen

SCENARIO ONE, IT WAS A FOUR-COUNTY SALES TAX MEASURE. – Jim Canepa

SCENARIO ONE IS THE CORE COUNTIES, ABOUT \$540 MILLION GENERATION. IT'S SALES TAX-BASED AND IT HAS OPT IN FOR THE OTHER COUNTIES. SCENARIO TWO OR THE HYBRID SCENARIO GENERATES \$1.5 BILLION. IT'S A MIX OF TAX TYPES. SO IT HAS HALF A BILLION GENERATED FROM SALES TAX FOR THE NINE COUNTIES AND THEN \$500 MILLION, ROUGHLY, FROM THE PAYROLL TAX. AND IT OBVIOUSLY FUNDS TRANSIT AT A HIGHER LEVEL.

Votes on gradient 1 support ---- 5 oppose

Both average scores of 4. 5 people voted 5 on Option 1, and 8 people voted 5 on Option 2—especially people in South Bay and business interests opposed to payroll tax

SARAH GREENWALD: TRANSIT IS A CLIMATE SOLUTION WE HAVE NOW AND IT WORKS. AS WE MOVE OFF THE FOSSIL FUELS THAT WE KNOW WILL OTHERWISE KILL US AND MUCH OF THE LIFE IN THE WORLD, ALL WE HERE NEED TO DO IS PRESERVE AND NURTURE THIS WONDERFUL SOLUTION. WE MUST NOT GET SO CAUGHT UP IN THE

SQUABBLING OVER RELATIVE DETAILS THAT WE LET GO OF THE GREAT GOOD THAT IS PUBLIC TRANSIT.

MARJORIE ALVORD: ALAMEDA COUNTY RESIDENT WITH GENESIS AND 350 2 BAY AREA, IN SUPPORT OF SCENARIO TWO LARGELY. A CAVEAT. AT GENESIS, WE CAN'T SUPPORT A MEASURE THAT UNFAIRLY BURDENS LOW INCOME AND VULNERABLE PEOPLE. AND WE REALLY WANT BETTER TRANSIT THROUGHOUT THE FULL NINE-COUNTY REGION. CORPORATE COMMUTER BENEFITS DON'T SEEM TO BE PUBLIC GOODS THAT JUSTIFY TO BE GOING INTO THE MEASURE UNLESS LIMITED TO COMMUTING WITH OUR PUBLIC TRANSPORTATION AGENCIES. PUBLIC TRANSIT IS ESSENTIAL TO ACHIEVE DENSE, WALKABLE CITIES TO SUPPORT THE HOUSING WE NEED TO BUILD TO MITIGATE THE CLIMATE CRISIS AND TO IMPROVE TRANSPORTATION FOR THOSE WHO DON'T DRIVE AND FOR THE APPROXIMATELY 30% OF US WHO DON'T EVEN HAVE DRIVER'S LICENSES. THANKS FOR YOUR WORK AND FOR CONSIDERING MY CONCERNS. I APPRECIATE IT.

Legislation

SB 960, authored by State Senator Wiener and called the 2024 Complete Streets Bill, will require Caltrans to include pedestrian, bicycle, and public transit safety, improvement targets, and performance measures in their planning.

AB 2401, authored by Assemblymember Ting, will provide incentives for low-income, high-mileage drivers to purchase electric vehicles. Supporting the switch to EVs for these "gasoline superusers" will help reduce fuels costs for low income drivers and have an outsized impact on reducing emissions per incentive dollar spent.

SB 59, authored by State Senator Skinner, was weakened during the sausage making, but will help explore the opportunities for bidirectional electric vehicle charging, eventually giving EV owners the opportunity to use their EV batteries to support the grid, especially during peak periods. (A quick note: such programs would be voluntary, and the contribution would be set by the EV owner, with the anticipation that only 10-20% of the battery storage would be used.)

EV Equity reports from Center for Law, Energy & Environment (CLEE). [link to CLEE](#)

Invitation to speak: Thea Selby is a transit activist in San Francisco; she needs a speaker to address the GHG reduction and health benefits of reducing gas-car exhaust.

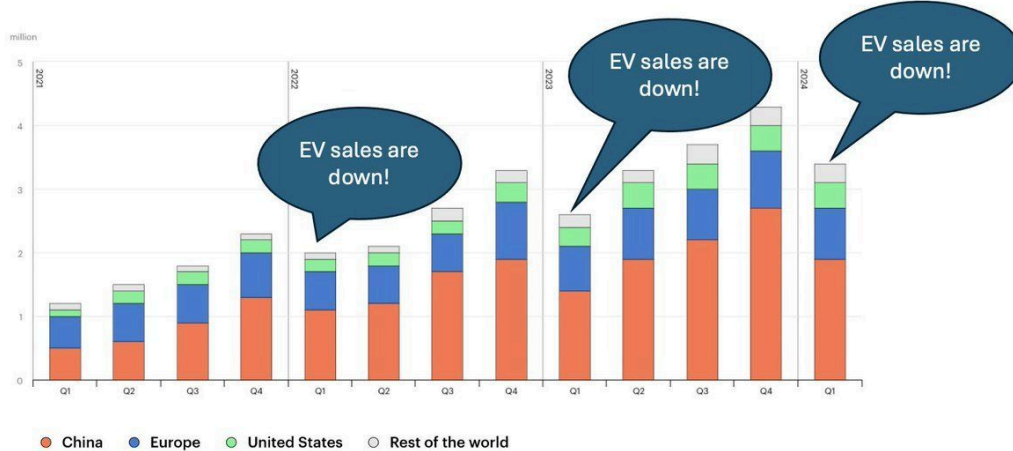
Thrive with Bay Area Transit Summit

October 30th, 2024, 9:00 am – 11:00 am

San Jose State University

Jack will contact Ben Pacho

Quarterly electric car sales by region, 2021-2024



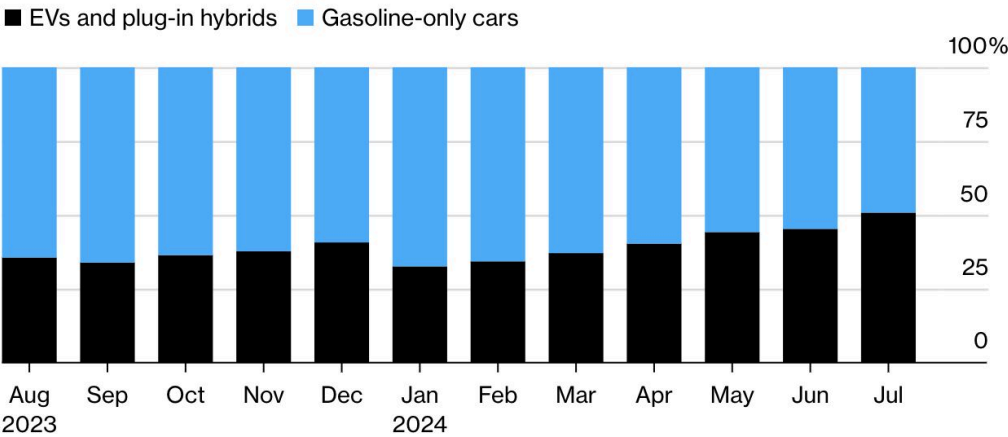
The Electric Vehicle Future Is Coming. Just a Little More Slowly. Though large automakers are delaying their plans to introduce new all-electric models, the E.V. Industry is still the future, experts say.

<https://www.nytimes.com/2024/09/05/climate/electric-vehicle-sales-projections.ht>

Global EV Sales chart from EIA (Energy Information Agency)

EVs and Hybrids Surpass Gasoline Cars in China

Electric share of sales exceeded 50% last month



Source: China Passenger Car Association
Note: Data for July 2024 is preliminary.

Next month—invite VPT speaker

Sunday, August 18, 2024 10:30 - Noon

Attendees: Ben Pacho, Sara Greenwald, Jennifer Neff, David, Jack Fleck, Nick Ratto

[Week without driving](#)— September 30 – Sunday, October 6, 2024; trying to not drive;

<https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/transportation-electrification>
California bills to support electrification

[Seamless Bay Area candidate survey](#)

[Veloz report for EV sales for 2024 through Q2](#). Bay Area sales - EV charging access has begun to limit sales
[China hits 50% EV sales; US has many fewer charging stations](#). [China dominating world market](#) [Parking and traffic reforms in Beijing](#)

Jack's EV rental in Chicago/Peoria

Mahlon's idea about supporting the [EPA clean fleets rules](#)

Regional [Transportation Revenue Measure Select Committee](#)

Monday, August 26, 2024 - 9:30 a.m.

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
Board Room - 1st Floor

[Attend live webcast](#)

The Select Committee of the Metropolitan Transportation Commission needs to hear from climate advocates when they meet to draft a regional bond measure to support public transit (to replace SB 1031, which was withdrawn). They are expected to face 2 options:

1. A measure that includes only Alameda, Contra Costa, San Francisco, San Mateo counties (not Santa Clara), is funded by a sales tax, and raises about \$145 Million. Other counties could opt in.
2. A 9-county measure funded by parcel & payroll tax raising \$1.5 Billion

Some members of [Voices for Public Transportation](#), (a coalition which includes 350BA Transportation group), will be participating in a rally that starts at 8:35 in front of the MTC building, after which attendees will go into the meeting (no signs, etc.) at 9:30. 350 Bay Area is part of VPT, and members are encouraged to attend. Voices is pushing for a measure that will:

- distribute the cost to all 9 Bay Area counties
- raise the money through a progressive tax,
- not waste the \$ on highway widening, and

- be big enough to reduce VMT via improvements that get more people out of gas cars onto transit

Attend and comment in person, or online by clicking [here](#) at meeting time, then clicking *Attend Live Broadcast* on the page that opens.

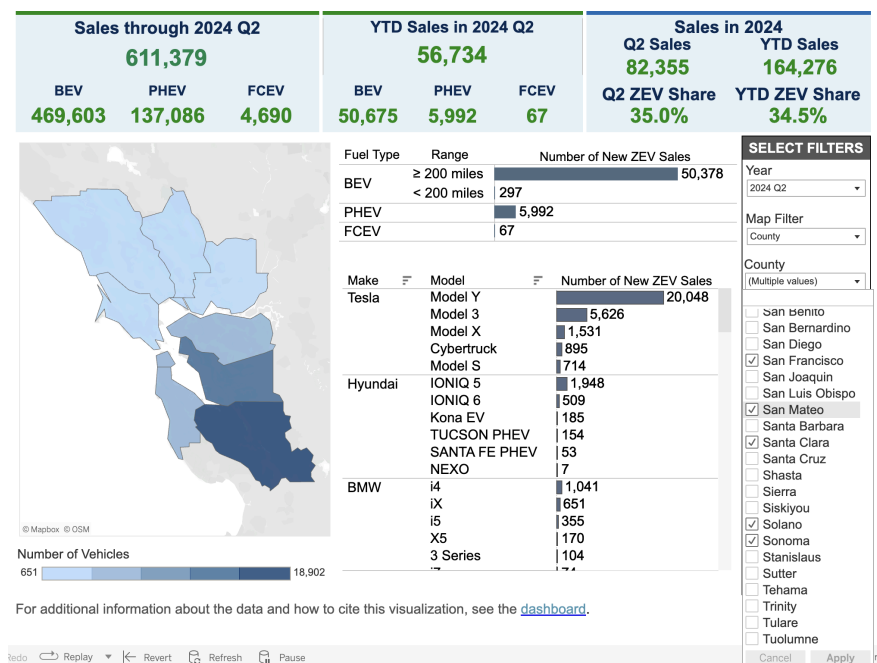
[RSVP with Voices to comment and see talking points](#)

Free Chargers for disadvantaged communities

[Here](#) is a link to the PG&E program providing free charging infrastructure for small businesses, and multifamily housing. It pays for everything from design to final installation and training for new ownership.

You have to be in a disadvantaged community and I've attached a picture of what boxes you check on their [map](#) to find out if an area is considered a disadvantaged community. (You have to select Content first.)

Dennis Lynch is a great contact if anyone has questions about the program or needs help with the application. He is part of ecology action that is administering the program for PG&E: dennis.lynch@ecoact.org



Select FILTERS

Year

2024 Q2

Map Filter

County

County

(All)

☒ (All)

☒ Alameda

☒ Alpine

☒ Amador

☒ Butte

☒ Calaveras

☒ Colusa

☒ Contra Costa

☒ Del Norte

☒ El Dorado

☒ Fresno

☒ Glenn

☒ Humboldt

☒ Imperial

☒ Inyo

☒ Kern

☒ Kings

☒ Lake

☒ Lassen

☒ Los Angeles

☒ Maricopa

Home Delivery Vehicle Size

Dear Berkeley Climate action folks,

Is there something we can do to encourage electric / regulate fossil delivery vehicles of small to van size? Can Berkeley ban fossil home delivery vehicles by a few years from now, e.g. 2028? Is there any forum where we could gather support for such an initiative?

Deliveries in Berkeley may not save the world, but it might encourage businesses to hurry up transitioning away from fossil fuels, and it might encourage other cities to follow.xz

-Bruce

Elena points to this Caltrans website:

<https://dot.ca.gov/programs/traffic-operations/legal-truck-access/legal-basis-truck-restrictions> It says, "§21101 Local authorities...may adopt rules and regulations by ordinance or resolution... (c) Prohibiting the use of particular highways by certain vehicles..." (not state or federal highways or roads that are on a border with another jurisdiction)

Congestion pricing would be one way to manage such a program, ie.a charge for non ZEV's.

MTC inaction on GHG reduction

—can we provide any leverage here? Anyone on the MTC Board who might support eliminating GHGs from transportation?

CBD—Jason Pfeifle

[Autonomous vehicles increase VMT](#)

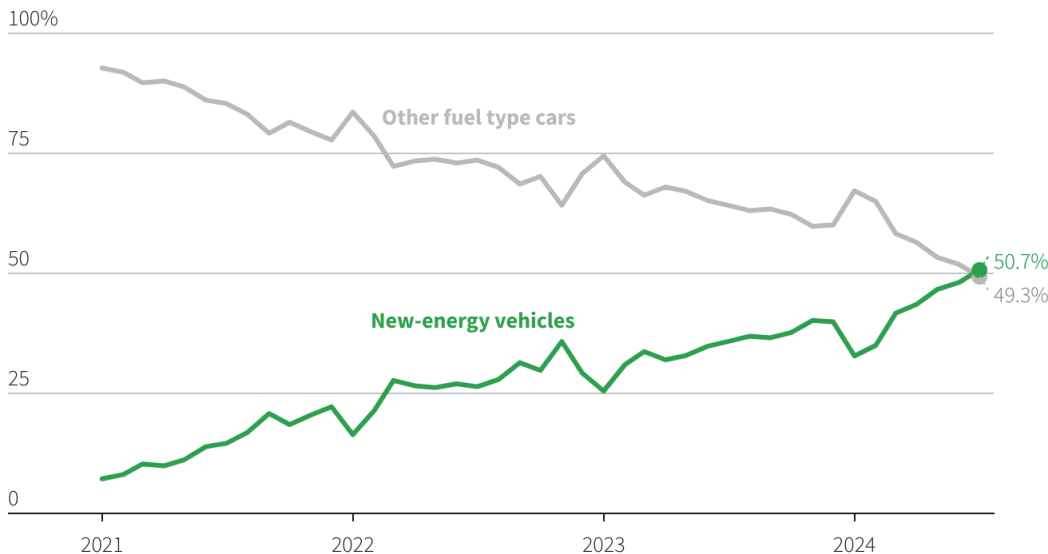
Transit Month - SF Transit Riders & Seamless Bay Area are the hosts

[Event schedule](#)

[Ride contest](#)

NEV sales cross the halfway mark in July

New energy vehicle sales accounted for 50.7% of the total vehicle sales in China in July 2024, a record monthly high.



Source: CPCA | Reuters, Aug. 8, 2024 | By Sumanta Sen

[Non-cobalt battery breakthrough](#)– 60% smaller, $\frac{2}{3}$ more mileage, and 24% cheaper than lithium ion

Nick – Legislative report –

AB 2401–EV purchase for low-income high mileage drivers

SB 960 – complete streets – ped improvements/ bike lanes

SB 59 – vehicle to grid – watered down – utilities opposition – only require if both EV owner and utility in support

SB 1420 – hydrogen bill – opposed since it incentivize biomethane and non-electrolysis hydrogen

City Reports

Mountain View–SV bicycle coalition summit this month; ride along with city officials–south SF
August 29, Thursday

Fremont– Fremont Blvd bike improvements

SF– A measure will be on the ballot to tax ride hail companies for the benefit of MUNI & BART. It will raise nowhere near the amount needed but is to start discussion. – SF transit riders

Sunday, July 14, 2024 10:30 - Noon

Attendees: Jennifer, Jack, Nick, Mahlon, Elena, Sara

–Revisit Goldman Fund grant proposal now that the regional transit measure isn't happening–[new draft here](#) proposing that we bring a staff person on board to help cities with direct pay fleet purchases. Does the state have a fleet purchase in place? Hire person with public admin experience/training.

–[Week without driving](#) When Driving is not an Option–book–1st week in October; keep a record of driving

–[School bus issues](#) – Nebraska problems–resistance to change, not really about technical issues

Salvage yard fewer parts

How do we address this–air quality, cost effectiveness,

Is it only far right? Or generally fear of the unknown? Not a technical issue; staff needs data.

Calstart white paper / fact sheet

Underserved areas

Pilot projects– repurchase

Free

–Legislation update

9 bills in senate

9 bills in Assy

Plus one still alive

AB 7–CAPTI criteria added to funding for Caltrans as well as planning process

HSR, natural and working lands included; bill may be redirected depending on Governor's office

AB 2401–gasoline superusers incorporated into Clean Cars 4 All

SB 59 – sadly degraded; used to be SB 233 V2G; utilities pushback; need to demonstrate beneficial use case for utility and vehicle owner

SB 960 - got watered down; Caltrans complete streets OK, but transit priority with dedicated lanes, raised platforms, and other improvements has been removed–going to Assy appropriations

SB 1420 - hydrogen bill that we are opposing - doesn't call out long haul trucks and buses as the most appropriate use for hydrogen; "renewable" applies to dairy farms; whittled down; Caballero is Senate appropriations chair–thirst for federal hydrogen hub money; one of five regional hydrogen

hubs; trying to get hydrogen out there in a big way; she's against agro solar farms; oppose to guard rails for hydrogen, local, and controlled fuel flow for hydrogen – “three pillars”; she has ignored the bill analysis; brought in her own amendments with no opportunity for the audience to see them; steam reforming will be allowed; requesting CEQA streamlining

350 Cali – urging delay on this bill—not ready for vote

AB3233—allow local control of oil & gas operations

AB 1866 - plug idle wells

Regional Transit measure SB 1031 was withdrawn but it's expected there will be a measure on the 2026 ballot. MTC has formed a special committee with a few outside orgs represented. They will have meetings to deliberate/negotiate topics:

June 22, 2024, **Transportation Revenue Measure Select Committee**

Monday, July 29, 2024 - 9:30 a.m. will discuss Revenue sources and size of measure

Aug Constructing paths to success

Sept Confronting tradeoffs (eg Return to Source and highway widening, ‘consolidation’ of agencies)

Oct Final approval

VMT positions: “Support \$2 billion regional measure” “No Highway Widening” “Progressive Revenue Source”

Work with Solano and Santa Clara

Marjorie & Sara will Draft a comment letter for the July 29 special cmt meeting

–100% tariff on Chinese EVs; affordability of US EVs; could they be build in the US?

– Cal Green code update

–350BA picnic Today!: <https://partiful.com/e/xG3q7yy1LOBtlhVaX6BD>

Snow Park Oakland by Lake Merritt (Harrison & 19th)

–City reports

–San Leandro 5 year economic development strategy mentions climate change 5 times

Hoi Fei replacement?

–Alameda, Oakland, San Leandro collaborating on wetlands restoration – invasive grasses have been replaced with native grasses

Sunday, June 16, 2024 10:30 - Noon

Legislation—

Widening of Hwy 37 as an interim measure—**SB 147** exempting from Endangered Species/Fully Protected Species Acts. [Sign-on letter here](#)

“would streamline permitting for the interim highway expansion project along Highway 37. The “interim” project would cost over \$500 million and double the lane capacity on the freeway **and it would fill wetlands, impede” restoration, and [be under water fifteen to twenty years after completion.](#)**

*SB 233 (V2G) is now **SB 59** (bidirectional EV battery capability)*

AB 7 - CA Transp Agencies must incorporate certain specified CAPTI (state Climate Action Plan for Transportation Infrastructure) goals into program funding guidelines and project planning processes. Now a 2 year bill. Friedman may significantly amend the bill next week - stay tuned.

SB 768 – oppose - study of the use of VMT metrics in CEQA, then intending to exempt rural/other areas from some/all(?) VMT guidelines .

SB 1420 - hydrogen – oppose (unless amended)

SB 1031 – Regional transit measure is dead for now—[VPT statement](#)

Discussion continues within MTC (and elsewhere) between the more and less transit-using counties. MTC held a “what’s next” meeting June 12, largely devoted to public comment - almost entirely transit-supportive. Weiner addressed the Board via video ([article](#) about this), expressing determination to continue. MTC formed a select committee to approve some new (probably watered down) language by the end of the year and then work on a bill for 2025. AC Transit, Caltrain, and Resources for Independent Living requested seats on the committee as well. Next Select Committee meeting will be June 26.

[Week without driving](#) – 1st week of October?--how much driving can you reduce; discover how many places you could go on transit; get feedback about issues without driving; book—When driving is not an option; September is transit month: <https://sftransitriders.org/transitmonth>; what could transit do to make it easier

WEBINAR 6/20 at 4 p.m. PT -- [When Driving is Not An Option](#)

Curbside charging – SF to study curbside charging; no garage, or no power capable Truck to go around or a smaller cart or gas generators or on a trailer. Fast charge? Streetlights? What are obstacles?

CalGreen building Codes— [EV Charging for All Coalition](#) – [sign-on letter](#) [\(video?\)](#)

Direct Pay for cities/non-profits/AC Transit—suggested plan for [Oakland](#) Funding from Goldman Fund

Guest question from Kimberlee Stryker at Climate Reality Action Re *AB591*: ‘*Electric vehicle service equipment: connectors and public accessibility.*’

[would require an electric vehicle charging station (other than private residence) that requires payment of a fee to be publicly accessible and allow a person desiring to use the station to pay via credit card.]I and Curbside charging: Has anyone explored the idea of a test case of mobile charging? It might save a lot of infrastructure costs if trucks w/ large batteries or taps to PGE lines could travel to charge specific cars requesting charges.

The MN twin cities have a mobile charging project, HOURCAR. There's a link to it within this [DOE link](#)

Air quality impacts of aviation—[SEIU report](#)

[National Green New Deal for Transportation](#)

City Reports

SF—Valencia Street to change back to curbside

Fremont—hardware store has some chargers;

Hayward—backlash against one-way streets; new housing going in; some affordable; senior housing

Sunday, May 19, 2024 10:30 - Noon

Attendees: Elena, Jack, Mahlon, Jennifer, Marjorie, Sara, Lawrence

Remembering Bill Pinkham

SB 1031—Bay Area ballot measure Marjorie and Sara

Authorizes a regional revenue measure allocating:

at least 45% for public transit,

25% for safe streets;

15% allows funds for “connectivity”, which includes elimination of bottlenecks/highway expansion,

15% go back to county of origin if they didn’t get 70% return to source requirement (Santa Clara County was very concerned about paying for other counties)

requires agency coordination & to study consolidation

The measure is to be voted in the State Senate and needs help from Sens Cortese (SJ) and Becker (Palo Alto/Peninsula) in particular. 350 BA is going to blast members who are Cortese and Becker constituents, asking for calls by end of Monday.

—progressive revenue source?? Leg allows for income tax or parcel tax by square footage; after 2030 road user fee

—\$1.5 billion is target revenue ($45\% \times 1.5 = \$675$ million) per year

Is this enough to save transit?

AC Transit needs \$2 billion; BART needs more

Still worth fighting for.

—safe streets is broad—"road repair" can get murky

—VPT is mostly recommending "support if amended"; also get it out of the Senate

—VTA is opposed; puts pressure on Dave Cortese

Why opposed? Priority goes to prevent service cuts; most relevant to BART and SFMuni; VTA doesn't have much service to cut;

Also, consolidation study may be a concern;

VTA also has highway responsibility;

VTA opposed to sales tax

—could payments be based on traffic commuting into a county

—Ballot measure could be 2026 - 2041; could be multiple measures

—could be 5 - 9 counties

—polls say low 50% approval, but needs $\frac{2}{3}$

Sales tax is an obstacle

Need more voter education

What other measures are on the ballot? Housing, health,

Can we engage people? See Goldman grant item below.

Curbside charging in SF: resolution outlining SFMTA and SF Environment's plans to roll out a feasibility study with recommendations will be heard on Monday at the Land Use and Transportation Committee around 2pm in Room 250. You can also watch the hearing live on SFGovTV.org

Please let me know if you would like to attend and give public comment!

Calvin Ho (*he/they*)

Legislative Aide

Office of Supervisor Rafael Mandelman, District 8

calvin.ho@sfgov.org | (415) 554-6968

AB 2535—Trade Corridor Enhancement funds—50% for ZEVs with a gradual ramp up 5% per year; more study required for widening - killed in Appropriations

Other bills update

SB 233—V2G - gutted, not clear whether a replacement bill will take shape

AB 2401—gasoline superusers; using existing EV funds; means-test disadvantaged—passed the assembly unanimously

AB 2870 – Maratsuchi—Leadership council—avoided methane emissions – negative carbon intensity; huge subsidies for large dairies; speaker of the house Rivas put it on hold (I think—JLF)

SB 1420 - Caballero, hydrogen bill, categorizes biomethane as renewable so hydrogen from biomethane is renewable and subject to large subsidies; oversells hydrogen for transportation and power grid; should be niche fuel for HDV and buses; OPPOSE

Chris P supports the bill; on the way to electrolytic hydrogen we need to run hydrogen vehicles

Passed senate Env Quality Committee—now Energy committee

SB 960 – Complete streets bill—in appropriations suspense – May 16 hearing

Regional housing bill not polling well??

Affordable housing webinar – May 23, 5 - 6pm

<https://give.savesfbay.org/event/climate-conversations-affordable-housing-and-the-environment/e580245> Presented by Save The Bay, Greenbelt Alliance, and TransForm

Low Carbon Fuel Standard program—redirect toward electrification; cost effectiveness - not biofuels

Possible Goldman Foundation grant for transportation team

If we had a staff person, what would they do? Jack's writing a [Letter of Inquiry](#).

MTC

Regional transit measure—promote transit funding

Organize 350 BA local groups for this campaign

Plan Bay Area—

[Transit Oriented Communities](#)

Complete analysis of BART stations local housing and land uses

Push for a zero emission transportation system – including electrification

Meet with MTC commissioners and staff to

see if they are open to this Schaaf, Josefowitz, Ahn,

Connect GHG education with transit support

Vision Zero, avoid highway widening,

BAAQMD

EV Council, administers Clean Cars for All

Attend these meetings, participate actively

CARB

Redirecting LCFS—more electrification, less biofuel

*Read [LCFS Comments](#); find like minded people to
[Jack's comment letter](#)*

Scoping Plan – not on target to achieve 40% GHG
reduction by 2030

Electrification programs

Clean Cars for All, Clean Vehicle Assistance
Program, Clean Vehicle Rebate Program

*[Follow up on Jack's letter about cost
effectiveness](#)*

Truck and bus programs

CEC—EV charger installation and maintenance

Follow up on maintenance of chargers; availability

Caltrans—

[State Transportation Plan](#)

Is it sitting on a shelf?

State Highway Operations and Protection Program—SHOPP –
Promote complete streets

Opposing widenings

Climate Action Plan for Transportation Infrastructure
(CAPTI) – *support implementation*

Trade Corridor Enhancement Program—
*more EV charging, e.g. 145 chargers—Port of
Oakland*

Dept of General Services – Cal Green building codes—require
100% EV charging for new buildings —
follow hearings, testify

Cities & Counties—

Climate Action Health Checklist

City fleet electrification, codes, EV chargers

Bike Plans

Safe Streets

Electric School buses

AVA/MCE/PCE – truck electrification, EV chargers

Learn about programs and their status

*Coordinate work with allies—sign-on letters, coalition meetings
such as Voices For Public Transit, CA Green New Deal,
EV Charging for All, . . .*

City Reports

Fremont – southernmost intersections are working; still some barriers

Previously treacherous section now protected

Fremont has a vision zero plan/master bike plan

Seeing more people on bikes; may not be using properly

More ebikes

Bike to work day was on Thursday

–energizer station very early

–ACCE train station, but very bike unfriendly part of town

Some opposition to separated bike lane

–Warm Springs – AC Transit people talking about bus schedule

Oakland–BRT – level of illegality was not anticipated

No enforcement; engineering projects going on

Moves very slowly

Bollards as a start; speed humps?? Legal liability

Bus could hit the bump–needs to be studied

Double parking causes people to use the center lane

San Francisco

Chronicle reporter is car friendly

Sunday, April 21, 2024 10:30 - Noon

Article about Bay Area reduction in CO2 due to EVs:

<https://www.latimes.com/environment/story/2024-04-04/sensor-network-shows-evs-are-reducing-co2-emissions-in-the-bay-area-is-it-enough>

Jennifer presentation on [protected bike lanes in Fremont](#)

[City of Berkeley buys electric tractor](#)

SB 1031 -- authorizing legislation for a Bay Area region transportation funding measure -- goes to Senate Transportation Committee Tuesday afternoon, 4/23. [Voices for Public Transportation](#) (VPT), the coalition leading the effort in favor of a climate- and equity-friendly public transit revenue measure, has requested that member organizations' members [show up in person for the hearing](#). – Marjorie/Sara

- 11:57am: **Last train before hearing**, [528 Capitol Corridor](#) train ([tickets](#)), arrives in Sacramento.
- 12:00pm: Time to get lunch on your own and walk to the California State Capitol Park.

- 12:30pm: We will gather in the California State Capitol Park, at 12th and N Streets, to go over our amendments and learn about the legislative process.
- 1:00pm: If you are unable to join us at 12:30pm, please meet us at 12th and N Streets and we will walk over to the hearing room together as a group.
- 1:30pm: The Senate Transportation Hearing begins. We don't know exactly when our item will be heard, but when it is called, we will all gather at the podium as a group.
- Our designated speaker will read out our amendments, and then each of us will say **our name, our organization, and "support if amended"**

[AB 2535](#)–Assembly Transportation hearing Monday–Trade corridors ZEV trucks

Other bills update

SB 233–bi directional EV charging; Skinner trying to reinstate weakened portions

Aiming for a floor vote

AB 2401–gasoline superusers; using existing EV funds; means test disadvantaged

Buy EV new or used; Carol Weed is tracking

AB 2870 – Maratsuchi–Leadership council–avoided methane emissions – negative carbon intensity; huge subsidies for large dairies

SB 1420 - Caballero, hydrogen bill, categorizes biomethane as renewable so hydrogen from biomethane is renewable and subject to large subsidies; oversells hydrogen for transportation and power grid; should be niche fuel for HDV and buses; OPPOSE

Passed senate Env Quality Committee–now Energy committee

SB 960 – Complete streets bill

Berkeley safe streets initiative–You can read the [full text of the measure here](#).

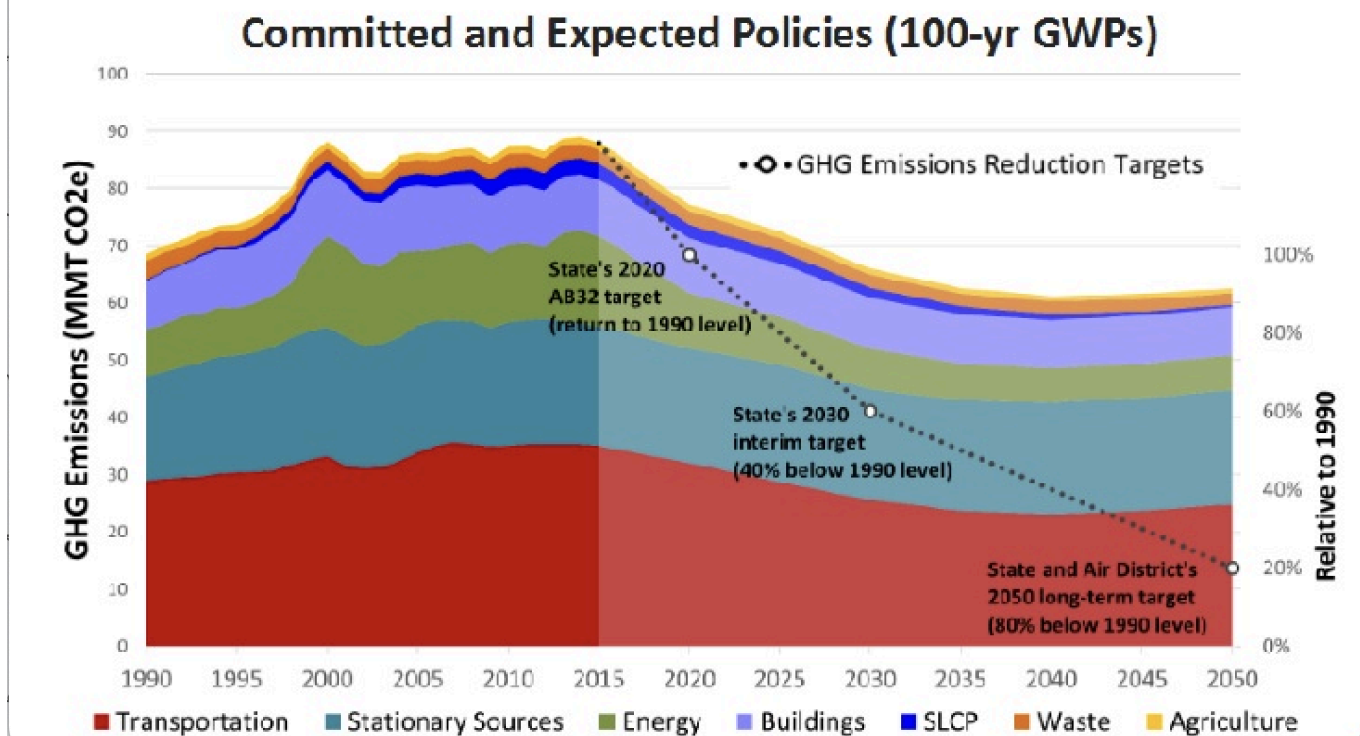
Mostly infrastructure/ adaptation to climate / safety / walkability

Bay Area housing bond–[Transform analysis](#) of the bond as a climate solution

3.8 Million metric tons reduction over 30 years

Grecia Transform

Bay Area GHG Projection to 2050 with Key State Programs



3.8MMT/ 30 years x 15 MMT from transportation avg = 3.8/450 = 0.8% reduction in BA transportation emissions; 3.8 / 30 years x (20 + 25) = 0.2%

Should this ballot measure be promoted as a climate solution given the very small impact?

Widening of US 101 in San Mateo County – is this a decision we can impact? –

Marjorie

380/Airport to SF Border is not completed; 101 has HOV/FastTrak lane south of there completed in 2023

City Reports

SF Curbside charging study

Fremont school district has 44% of students riding school buses electric; 14 buses

Sunday, March 17, 2024 10:30 - Noon

SB 1031 (revised from **SB 925**)--legislation for MTC regional transit measure--[sign on letter](#) [SJ Mercury article](#) --Sara's shorter version

- Co-sponsor Weiner & Wahab, Seamless is supporting,

- Transform--not good guardrails preventing highway widening

 - Other sources can fund widening – focus on transit operations

 - Broad legislation--fight it out at MTC

 - Payroll parcel tax based on square footage a possibility; Cindy Chavez says SV big players don't like square footage;

 - Rally tomorrow – Weiner to announce what is going on

- Support if amended; Zack and public advocates likely to take that position

- Steve Walleck--AC Transit lobbyist – too hot for Weiner-- very broad bill-- fight it out at MTC

 - Is this a 5 county or a 9 county tax--

 - 9 county tax will require highway widening; 5 county may pass with transit

 - Seamless is 9 county ambition; link 21 wants to build rail in N Cal. – SMART – Cloverdale high income subsidy

 - AC Transit –

 - Land use needs high density – N Ala city and SF; Cupertino-- welcomed Apple with 15,000 parking spaces; no housing on a dead mall

 - 9 county measure that allows highway widening

 - Need a progressive tax -

- Not banning highway widening--just can't use this funding source

- Five county option - is being considered

Legislative priorities for Transportation

- SB 1031** – see above

- AB 2535** – Bonta bill to restrict road widening with trade corridor funds and to use 50% of the \$ for drayage truck charging-- Trade Corridor Enhancement Program ([SUPPORT](#))

“at least 50% of the funds allocated under the program in any fiscal year are allocated to investments in zero-emission freight infrastructure.”

[AB 2401](#) – Gasoline superusers (low income) will be prioritized in the Clean Cars for All program – - EVs for ICE superusers ([SUPPORT](#))

[SB 960](#) - Caltrans Complete Streets ([SUPPORT](#))

Protected bike lanes should not be close to freeways?(Bill P)

[AB 7](#) - Transportation planning: project selection processes ([SUPPORT](#))

[SB 233](#) - Bidirectional / interoperable V2G requirements for EVs ([SUPPORT](#))

Skinner is trying to strengthen

[AB 2870](#) - LCFS biomethane (livestock methane) loophole ([SUPPORT](#))

[SB 1420](#) - “Renewable” hydrogen from methane ([OPPOSE](#))

Ag is exempt from Cap and Trade; creating pollution is not counted against Ag
Imbalance in credits and debits

[Conversation with CARB about Advanced Clean Cars](#)

Jack and Elena met with CARB ‘outreach reps’ and were able to leverage a meeting with a key CARB staff member.

EPA vehicle label - currently a confusing hodgepodge of information

Mid - 2025 amendments from EPA on GHG standards

[Chris notes Yachin Chow [sp?] –HD vehicle expert at CARB– is excellent]

Follow up meeting with CBD

Also Clean Cars for all now expanded: [BAAQMD - CCFA Opens 030424](#)

Reduction in VMT due to smart growth policies–[CARB workshop 2-27-24](#)

Jack & Chris P. attended with about 130 people

[EV Charging for All sign on letter](#) [Cal Green codes coming up March 18-19](#)

[Electrifying railroads](#) – Metrolink considering hydrogen rather than electric overhead

[NY Times article on EV sales](#)

Job openings: Sierra Club Bay Chapter Links to all three job postings can be found here:

tation For All)
ication)
on)

JOB OPENING: Chapter Organizer for Sierra Club

[Yolo county I-80 widening hearing March 21-22](#)

[Meeting agenda link](#)

From Kathy Dervin: Groups are gearing up (through Climate Plan, SPUR, Sierra Club and others) for a big fight (they expect to lose in the vote but want to take this fight for PUBLIC OPINION and to get a lot of media coverage on the flagrant inconsistencies in state climate and transportation policy and action.

From Sara: For the regional transit measure (as in Yolo) there will be a lot of disinformation. We need clear messaging that **no 'ban on highway widening' is possible** via the measure. The measure would ban the **use of measure funds** for highway widening - that is, dedicate all of the measure funds specifically to active transportation. Other funds are available for widening.

[AVA Truck electrification report](#) consider inviting AVA rep

[One more lane—please!](#)

City Reports

El Cerrito Bike lanes near del Norte BART

Cutting Blvd improvements scheduled

Oakland - Hayward bike path improvements

Point Molate bike route to Point San Pablo

Fremont Blvd protected intersections still under construction

SMART train is occasionally useful

Weiner Rally in SF tomorrow—Sara will attend—Halliday Plaza

Prop A – General fund % spent on transit – \$ for Muni

SF study—curbside charging –

SF photo speed enforcement now being started

Ticket goes to vehicle owner, not the driver

Should starting a car require swiping your driver's license

Would need new technology; privacy implications

Sunday, February 18, 2024 10:30 - Noon

Present: Sara, Elena Jack, Jennifer N, Mahlon, Bill P, Nick , Marjorie

Facilitator:

Note-taker:

Transportation Regional Measure, SB 925

Jan 25 update: MTC/ABAG gave final approval for submitting their proposal to the legislature.

Commissioners' comments were relatively collegial. There was a very significant amount of comment from climate and transit activists, and they didn't insert the staff's language allowing highway expansion projects.

[SB 925](#) still has no specifics so there is opportunity (& likely will be) for some time; Voices for Public Transit is talking with some legislators. People who talked with Wiener's staff received ambiguous replies about all the Voices suggestions; it's likely that negotiations are going on. It needs to clear the Senate by 5/24/24.

Enabling legislation will play a huge role in determining parameters of the measure.

Weiner's office (Ram Notish?) said they will be adding language—"monitoring the highway capacity conversation" keep language broad while keeping transit front and center

VPT opposing unless it excludes highway widening

Little to no confidence in MTC—board and staff

Prioritize transit? No highway widening.

Public Advocates is organizing VPT legislative meetings

Genesis interfaith group in Oakland

SB 925: as well as other transportation improvements.

[Yolo I-80 Widening Project](#)

[CARB letter criticizing Caltrans](#)

CARB proposes:

Dual express lane each direction. SOVs tolled. One lane added, one converted from GP lane during peak hours (7am-10am and 3pm-6pm).

Pricing all three existing lanes in each direction without adding a lane could address traffic congestion and improve vehicle throughput to a similar extent as building a new priced lane,¹

Question for discussion: Are sales of EV's down because the automakers were mostly making very expensive vehicles—Ford's F-150 Lightning comes to mind. Cost at introduction at the low end was \$50,000, this year \$55,000 up to \$99,000

Solar is more expensive; electric rates are going up

Reliability of chargers a factor
Tesla has plenty of chargers cross country
GM stopping production of the Bolt
F-150, towing a trailer used too much electricity; negative propaganda
Jennifer co-worker loves F-150
People want to save money
Used EVs now coming; current scarcity
Reaction against green progress is happening—Trump
Chinese cars will disrupt the market—tariff
What strategy should we adopt to deal with this?
Culture, corporate, government??
Different groups – early adopters have already jumped on; now need to appeal to general public
Could be erratic, not smooth curve of sales,
Charging infrastructure has to be ramped up—Tesla to be interoperable
Need to clean up the electric grid
Lower operating cost—maintenance fewer parts
Lot of people don't like Elon Musk

Transit Oriented Communities [Tracking spreadsheet](#) (Market & Van Ness covered)

In 2018 this committee started a [spreadsheet](#) of transportation policies in the area, which may contain some useful information.

Priority cities:

- Oakland—covered by East Bay Housing Organization
- Orinda
- Pleasanton
- San Leandro
- San Jose—covered by SV@Home
- Walnut Creek

Bayfair BART TOD

El Cerrito BART TOD

16th St – Richmond BART – lots of low income people

What about affordability of inclusionary zoning?

What kind of transit is available vs what people need? We had a spreadsheet six years ago?

Maybe Kathy Dervin?

North Berkeley BART—

Port of Oakland 145 new chargers – [Agenda report](#)

Trade Corridor Enhancement Program Grant Funds from the California Transportation Commission in the amount of \$41,635,000, which Requires \$17,841,000 of Match Funds from the Port. . . . The Port's application included 145 chargers for battery-electric heavy-duty trucks and cargo handling equipment in the Seaport, 1 megawatt (MW) of solar installation, and up to 6.5 MW of battery electric storage systems (BESS), and associated substation upgrades (collectively, the "Project").

Total Port truck trips 3700 7am - 6pm [2009 Truck study](#) (someone else said 6,300)
The electric drayage truck was plugged in an average of 8.1 hours per day over 75 of the 78 days that the electric truck was used, and the average charge time was 4.7 hours of the plugged-in time ([source](#))

Say 3 trucks per day x 145 = 435 trucks total

Electricity prices—PG&E vs others; home vs. public chargers

Replace gas taxes with road user charges—currently \$108 – [plug-in america proposal](#)

Give discounts to EVs

Gas tax has not kept up with the cost of road maintenance

City Reports

BayFair moving slowly

Richmond—Bay Trail along Pt. Molate

March 6 Del Norte BART bike lanes

BAC County meeting Transportation Development funds—submit projects

Fremont—protected intersections are still going in—Irvington

Alameda—climate resilience manager—CARP – climate action resilience plan

Regional wetlands restoration -

Public library electrified

Numerous protected bike lanes—traffic down to one lane, but still moving

Oakland—purchase of EVs for the city fleet

Sunday January 21, 2024 10:30 - Noon

[Monterey Car Week](#) will be Aug 9 - 18 this year.

Transportation Regional Measure, SB 925

MTC's proposed authorizing legislation for a regional transportation measure has gone to the legislature. Senator Scott Weiner introduced the bill as [SB 925](#). The bill has no content regarding the measure, only "It is the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements."

The mood of the meeting was anxious; some commissioners are facing tough re-election contests. One commissioner's comment that 'we all hope Commissioner Spering (Solano Co) will be with us forever, but..' got several nervous laughs.

There was a spat after public comment. Spering shook visibly with anger as he expressed outrage at ("I am amused by..." commenters' opposition to **highway widening**. Vice Chair Josefowitz (SF) responded with outrage at the special interest commissioners who will each want highway widening in their district to be funded as an "exception".

MTC Ex. Dir. Andrew Fremier (staff) played peacemaker (...it's only a proposal...)

The vote passed unanimously, with one comment on the above dispute by ABAG Committee member Eklund (North Bay), who said the measure should fund widening if it's for EV charging space.

Next action: MTC/ABAG might need to give their proposed text a final approval [January 24th](#).

Right now \$1Billion target; should it be \$2Billion?

We have opposed any widening. Concern is that it won't pass if there isn't at least some widening. Need $\frac{2}{3}$ vote. Sierra Club—HOV lanes should be existing lanes, not new lanes

Seamless Bay Area [summary of the proposal](#).

Summary of Tax Revenue Options Analyzed

Tax Type	Description	Tax Rate
Sales tax	Regional sales tax on the sale of tangible items. Some groceries are exempt.	0.5-cents
Income tax	Regional supplemental income tax paid by taxpayer – withheld from paycheck (can be limited to those with an income above a specified threshold and/or include tiered rates)	0.17%
Payroll tax	Employer-based tax on wages paid to employees, like Social Security. Can be structured to exempt small businesses.	0.36% taxable wages
Corporate head tax	Employer-based tax per employee. Can be structured to exempt small businesses.	\$216/employee
Parcel tax	Flat tax per parcel of real property, can exempt certain taxpayers (e.g., seniors). Note: option to impose per square foot which would lower rate for average homeowner.	\$467/parcel
Road usage charge	Tax based on miles driven. Also known as a Vehicle Miles Traveled (VMT) fee. Only exists on a pilot, voluntary basis today.	1.52-cents/mile

[Caltrans SHOPP sign-on letter](#) (State Highway Operations and Protection Program)

“Our comments below particularly emphasize the impact of the Director’s Policy on Complete Streets (DP-37) on the projects included in the SHOPP, and areas we see for further progress towards ensuring the State Highway System offers a mobility system that is safe, affordable, and provides multimodal options that will mitigate our climate crisis and provide relief for communities that disproportionately suffer from transportation pollution.....

1. The 2024 SHOPP should **prioritize creating truly complete streets** that allow for safe travel by all road users, especially people walking, biking and taking transit on the State Highway System as well as crossing barriers created by State Highways.
2. The 2024 SHOPP **falls well short from implementing the 10 year performance targets** for complete streets, transit, and climate adaptation set in the 2023 State Highway System Management Plan. We recommend funds be set aside in the 2024 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.

3. The 2024 SHOPP should explicitly consider and **prioritize beneficial investments in communities that are most burdened** by the transportation system and most in need of investment in safe, clean and affordable mobility options.
4. The 2024 SHOPP includes funding for projects that are receiving **funds for highway, major roadway, and interchange expansions** through other funding streams. These projects **should be removed** from the 2024 SHOPP and this practice should be ended.
5. There remains a disconnect between implementation of the Director's Policy on Complete Streets and continuing **rising traffic fatalities**.
6. Caltrans must consistently and transparently **document exemptions granted** to projects under the Director's Policy on Complete Streets.
7. Caltrans should provide **more opportunities for public input** into project priorities, and **track and evaluate implementation** of the Complete Streets policy.

[EV charging for all video](#)

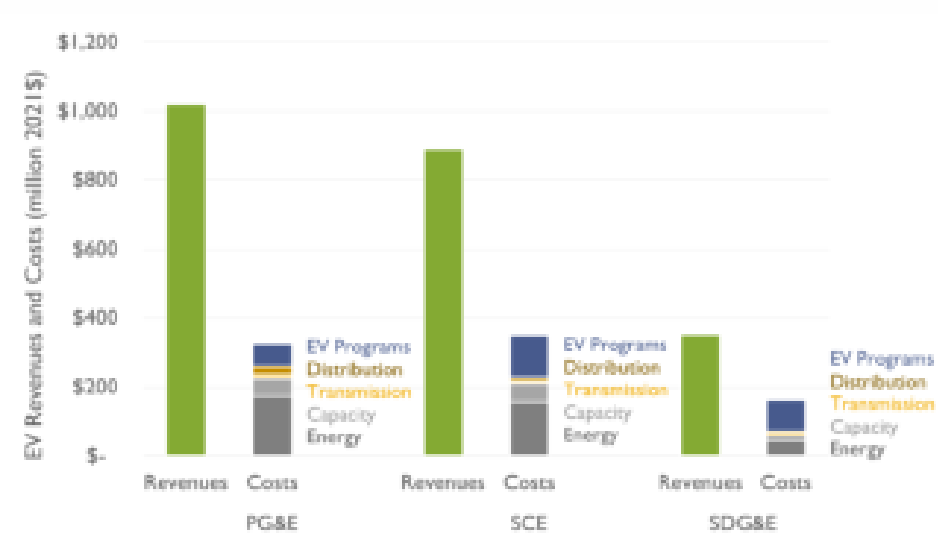
[San Jose charging codes—](#)

The proposed code is strong in some ways because it requires:

- (1) an EV Ready receptacle for each new apartment or condo unit with parking, and further,
- (2) EV receptacles in assigned parking spaces must be directly wired to the corresponding residential unit's electricity panel or meter. This is the key that allows residents to access the same regulated electricity rates for charging that single-family residents enjoy.

However, the proposed code **exempts unbundled parking** from the state-mandated direct-wiring requirement (even when those spaces are assigned), **AND it neglects to require that parking be assigned** so that residents can get direct wiring.

[How EVs could drive down electricity rates](#) The study [found](#) that over this period, EV drivers in these service territories “contributed approximately \$1.7 billion more in revenue than the associated cost, driving down rates for all customers.” This is because only 8–17% of charging (varying by utility) occurs during peak hours. Results by utility are illustrated in the figure below.



BAAQMD received \$15M for EV Charging

Battery to Home can make the project energy self sufficient: From Sean Armstrong at California Building Decarb

The CEC notified us that our team (EPRI, PAE, Mithun, Redwood Energy) was funded \$8M to add to \$80M for an audacious EPIC Challenge funding proposal--a 100% solar powered, battery based (30 year warranty!), all-electric, off-grid apartment complex in urban Petaluma, next to an in-development electric bus and SMART train station! We'll even have [6 electric food trucks!](#) Passive House envelope (of course), [3" thick R-12 cork siding](#), community [fruit orchards](#), greywater treatment, mass timber wide-span solar carports...

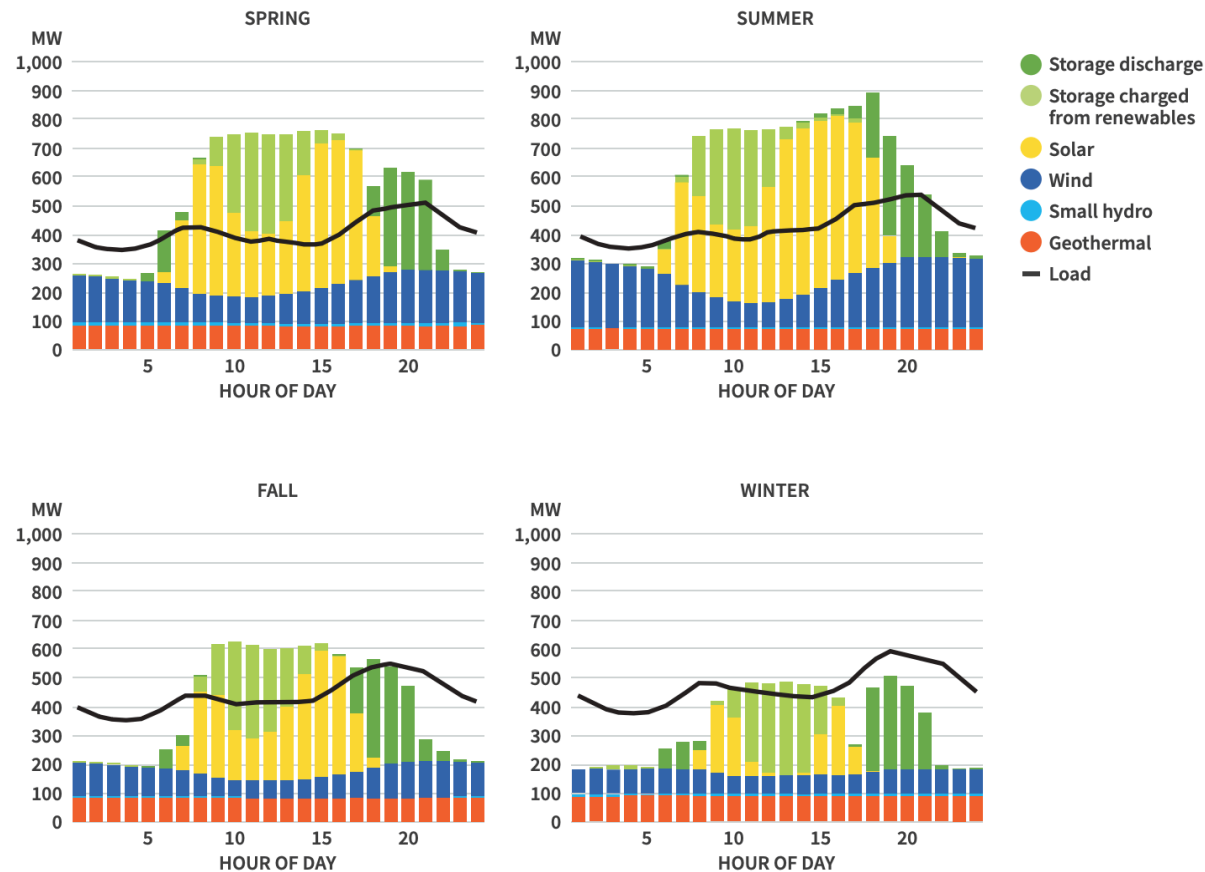
A technical and cost-effectiveness breakthrough for us was figuring out that we could be off-grid 95% of the year with a 2,000 kWh battery, but it took 4 times as much to be 100% off-grid. So we turned to bidirectional EV chargers to contribute the last 5% of battery in return for free daytime charging year-round. :) So tenants will get \$3,000-\$4,000 of free EV charging each year for discharging \$50 of

the electricity back into the central battery during prolonged cloudy weather in the winter--about 3 weeks of days over 4 months. That Equity-oriented strategy allowed us to use the equivalent of 1 Tesla Powerwall of battery per apartment, instead of needing 4 PowerWalls per apartment. The solar array is 9kW per apartment, instead of ZNE-sized at 4.5kW per apartment--twice as large to muscle through all but the worst winter weather and provide free charging to 50 EVs with bidirectional chargers. The solar array is actually big enough for hundreds of cars to charge during daylight hours, but we're starting with 50. :)

The project will still have a PG&E back-up power supply, and it will be set-up to convert to PG&E's standard connections if the system fails.

Peninsula Clean Energy 100% Renewable distribution

Figure 6. Seasonal supply stack for the Annual 100% scenario in 2025
The supply stack consists of contracts signed to date plus new bundled renewable contracts to provide the renewable energy needed to achieve a 100% renewable goal on an annual basis. Open position can be observed in overnight hours in all seasons while excess supply occurs mainly during solar hours in Spring and Summer.



City Reports

SF – Curbside charging

BART bike advisory committee–bikes now allowed on escalators

Oakland–meetings with Shayna Hirschfield-Gold, Nikki Bas
New staff person–Patrick Phelan

San Leandro–schools have solar covered parking lots; mixed use development downtown–6-7 blocks from BART

Fremont–bikes clog up escalators on BART. At her condo: included parking space not being used; what if others use the space? Charger would need to recognize the car.

Sunday, December 17, 2023 10:30 - Noon

[Chronicle 11/27 article on transit funding](#) the cliff is coming in two years
these actions, with increased security will convince the public that BART is safe

MTC meeting Dec 8

https://mtc.legistar1.com/mtc/meetings/2023/12/5868_A_Joint_MTC_ABAG_Legislation_Committee_23-12-08_Generic.pdf

EMC poll documents and slides [Slides 3a Results summary](#), [3aii Powerpoint](#), [3aii MTC topline](#)

MTC Regional measure — need enabling legislation; EMC research survey about BART found that 17% of pollees ride transit; 78% say it's important; 48% say very important; 56% don't favor funding; 50%? Favor funding stable transit (sample may have been too small/not representative)
How to get a measure that would require 50+%; need short term deliverables; \$1 billion;
Staff needs to clarify what the measure will do.; include road and highway repair–now 20% for expansion of highways; transit–make it safe, clean, seamless, ; should BART merge with Caltrain?; paratransit – one person–don't tie to fixed routes; some staff vs. board discussion;
If it includes highway expansion, environmental groups will oppose
Too much focus on rail and ferries

50% is ok for a general tax–no specifying where the money goes; corresponding preference measure

50% is ok if it is by signature; but this requires special legislation, so is that doable?

[BBC article about electric buses in China](#)

Attend regional transportation meetings—Sustainable Alameda group—Nick 11:15

Local and Regional Transportation meetings - Christy and Catherine have been keeping up, but could use some help to cover meetings (online and in person) for meetings of AC Transit, WETA, BART, plus joint meetings with City reps. etc."

Tesla Chargers opening to the public –Elena

NACS will become standard—95% of automakers; VW hasn't signed on, because of Electrify America investment. (CCS is current) need adapters for current cars

Payment system is based on the car itself. Standardization will be better than credit card system.

22,000 Tesla stations in US;

Systems rated up to 1 megawatt—usable for trucks

50% of sites are dubbed "capacity constrained" by PG&E

MFD should use DCFC is a problem due to capacity constraints. Expensive if it is available.

What is solution—more level 2 in nearby parking lots; but not a good business case; charging should be a public utility; WPA program to install chargers

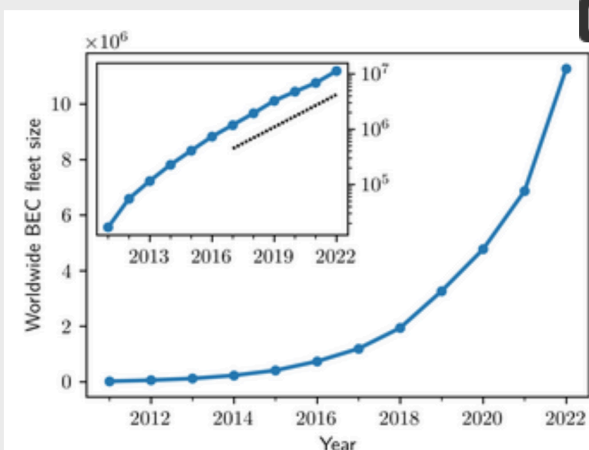
Chris: AC tried to plan for 70% BEV, but PG&E said they couldn't do it for at least 10 years

70% fuel cells as a result

Podcast: Should transit be free?

<https://freakonomics.com/?s=transit>

[Exponential growth of EVs](#)



Download:

- PPT** PowerPoint slide
- PNG** larger image
- TIFF** original image

Fig 1. Global exponential growth of BEC adoption.

The number of battery electric cars in operation has grown rapidly across the world. The straight-line increase on the logarithmic-linear scale (inset) over two orders of magnitude (black line indicates slope of fit of 2016-2022 data) highlights that the recent adoption has happened exponentially.

<https://doi.org/10.1371/journal.pone.0295692.g001>

[Legislative Analyst report on projected shortfall of transportation funds](#)

City Reports

Richmond–Rich City Rides on Thursday Dec 21 will have a solstice ride—to look at holiday lights

Fremont–protected bike intersections in progress; added signals show progress of the intersections; Walnut ave construction at end of bikeway is less awkward; Fremont & Walnut changes coming; Centerville opposed to road diet; more Tesla chargers going in

San Pablo multi-modal corridor–buses in the center

SF Valencia Street–bikes in the middle; only one lane blocked by a broken down car
Proposal for a parking pass in SF?

BRT people speeding in the bus lane in Oakland
Port of Oakland dredging expansion.

Sunday, November 19, 2023 10:30 - Noon

Present: Chris, Jennifer, Sara, Jack, Elena, Mahlon, Kristy Lovejoy, Bill, Kristy, Marjorie

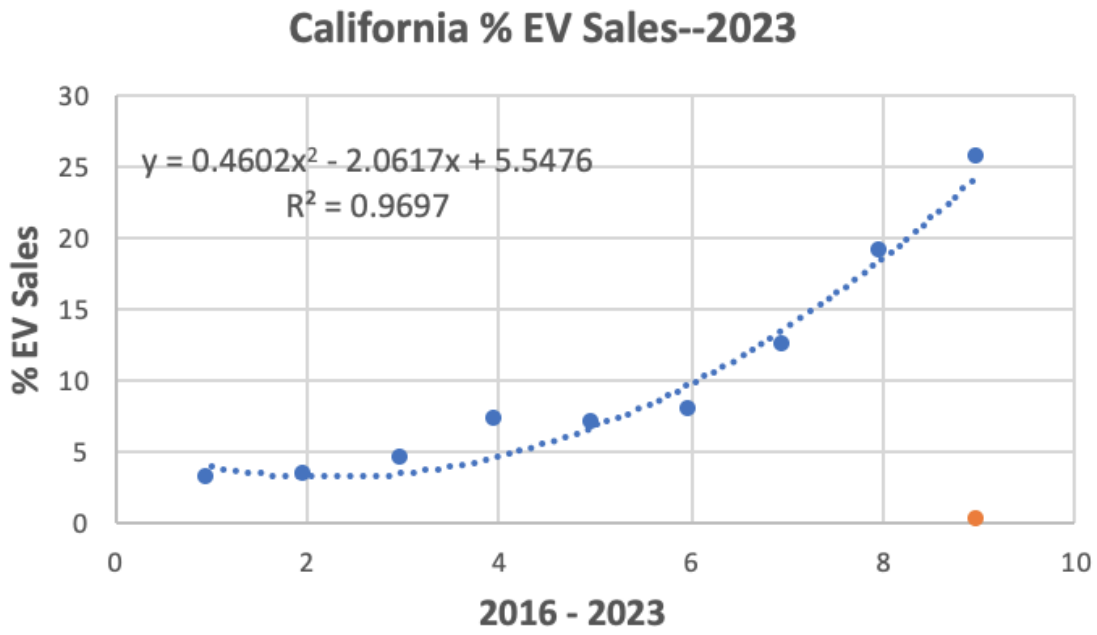
Thanks to @AirResources' smart zero-emission truck standards, #CA hit its #EV truck sales goal 2 YEARS ahead of schedule!
#ElectricTrucks ARE HERE and will save lives across the state!

<https://ww2.arb.ca.gov/news/california-meets-its-target-zero-emissions-truck-sales-two-years-ahead-schedule>

The report says that 7427 out of 104,558 trucks sold were EVs this year. Not bad considering that in 2022 there were only 2320 zero emission trucks on the road (CEC)

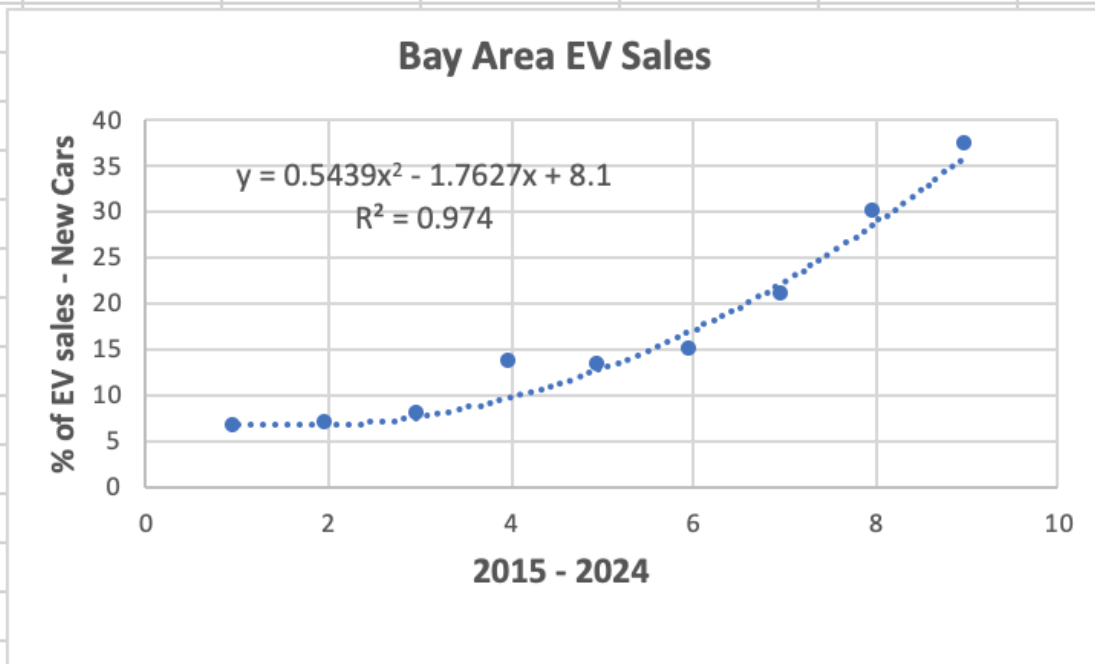
[CEC 3rd Quarter report](#)

California is on target to hit 100% EV sales in 2031



16	90.3716	90% in 2030
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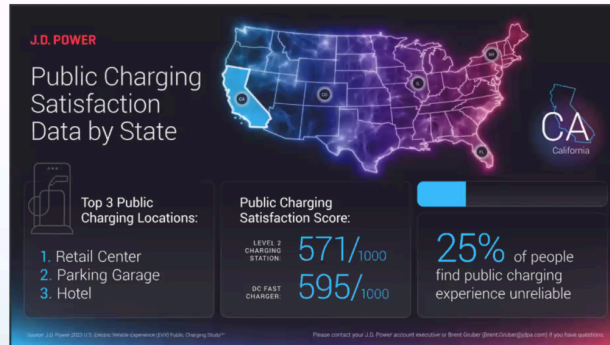
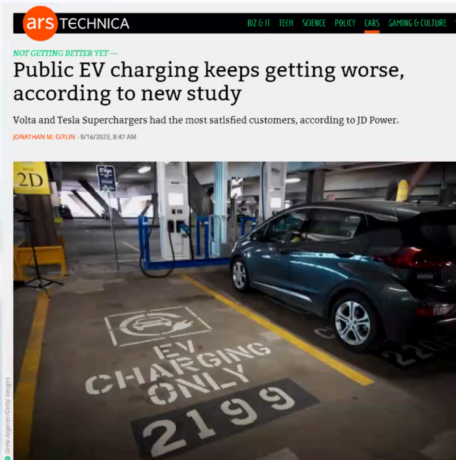
The Bay Area is on target to hit 100% EV sales in 2029



14	90.0266	90% in 2028 100% in 2029
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CVRP program ends-\$2,000 rebate program has ended. Rebates now are only for income qualified people.

The Public Charging Problem



Charging—Level 2 vs DCFC, curbside, off-street, Fast chargers are most costly
 Battery degradation, expense, long installation time
 Need to provide chargers for overnight parking
 Parking lots at businesses, churches, schools—install level 2
 maintenance/security at night
 Retrofit apartments vs curbside vs level 2 on existing lots vs DCFC at retail lots
 State reached [10,000 DCFC ahead of schedule](#) [State Stats](#).

Port of Oakland—

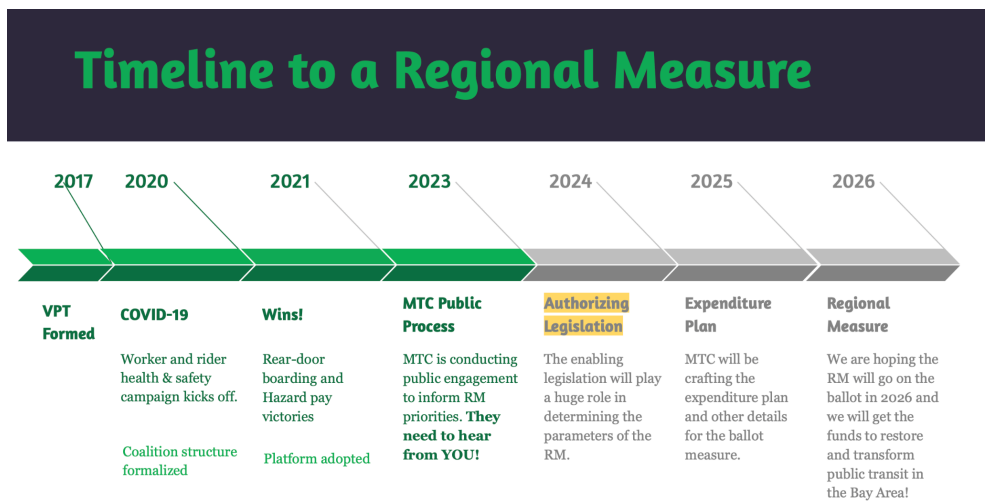
[Dredging of the Bay for megaships](#)—only looking at construction, not growth; get the drayage trucks converted to electric first. Ships have to be plugged in to electricity. EarthJustice is recruiting for a campaign re: the expansion of the container ship traffic at Port of Oakland—pushing for a formal EIR.

Airport expansion update

Voices for Public Transit sign-on letter

Letter addressed to MTC commission asks that measure:

- raise the funding we need to stabilize, expand, and improve transit service throughout the region — at least **\$2 billion annually**
- move our transit service from the “survive” stage we are in today to the “thrive” stage our region needs, with **\$1.5 billion for transit operations**
- be funded progressively. Proposed options such as an **income tax, a payroll tax, a graduated parcel tax, a VMT tax** should be structured to ensure the cost is equitably distributed. Square foot parcel tax may be considered. Taxing corporations would be “too cumbersome”--euphemism for politically difficult.



Prior to Covid Bay Area Council proposed megameasure with SV leadership. VPT fought with them about opposing sales tax for regional funding measure. 2024 housing measure. 2026 transportation measure–MTC is taking the lead. Legislature has to authorize vote. VPT has a sign-on letter supporting other funding sources than sales tax.

First mile/last mile problem. Capital expense projects. Operating expenses.

Glydways–personal rapid transit–Morgantown West VA

Consider <https://www.glydways.com/> San Jose, East Contra Costa–connecting BART

Stations; cheaper than rail; paid for by consumers

Uses electric vehicles, driverless, narrow path two-way

MTC Regional Agency Stopgap Funding approved Nov 5

Agenda item 11c Resolution 4619

Regional short-term transit financial plan *that adheres to the SB125 guidelines* and includes a proposed distribution of emergency operating funding for Bay Area transit operators facing near term operating shortfalls.

Table 1. Standardized Shortfall Framework (Millions)

	FY 23-24	FY 24-25	FY 25-26	Total (\$)	Total (%)
SFMTA	\$0	\$99	\$209	\$309	40%
BART	\$0	\$58	\$294	\$352	45%
AC Transit	\$0	\$4	\$29	\$33	4%
Caltrain	\$0	\$0	\$25	\$25	3%
Golden Gate Transit	\$0	\$3	\$38	\$41	5%
Other Operators	\$0	\$5	\$10	\$14	2%
Reg. Network Management	\$0	\$2	\$0	\$2	0%
Bay Area Total	\$0	\$171	\$605	\$776	100%

Numbers may not sum due to rounding.

Motion passed unanimously with amendment to address GINA PAPAN's concerns that the agencies will keep blowing through money

“The motion will include a vote from each board that receives this money, that they understand the SB 125 guidelines and they understand that there will be clawbacks if the guidelines aren’t met” (from the meeting transcript).

These slides illustrate the limitation for SF Muni, but others are affected, too.

SB 125: Bit of a Poison Pill

- Requires metropolitan planning organizations (ie, MTC) to plan for FY22 levels of service
- But July 2021 - July 2022 was a time of much lower service levels for most agencies!
- MTC has “standardized” agency “needs” to FY22 levels
- This has “shrunk” needs, sometimes radically

The Magic of Standardization



E Bikes:

300 - 500 bicyclists on ride to support the bike lane on the San Rafael bridge

Decision will be made on whether to keep the path. Caltrans will do a report

In summer of 2024. Joint session with Caltrans/MTC this year. BCDC approval required for approval of the path. Concern that Caltrans will oppose the lane. Need more lobbying

E-bikes increased commuters

Concern about accidents with e-bikes; need more regulation; tickets for bike speeding?
15 mph speed limit on most trails.

Subsidies for e-bikes to encourage commuters. No data that we know of. Increase in sales.

City Reports

Fremont – protected bike lanes under construction; some new Tesla chargers going in

Right turn on red

San Leandro—4 EV go chargers in San Leandro; City fleet no reply.

Sunday, October 22, 2023 10:30 - Noon

CASA project—Nick/Ruth Abbe (Community Action for a Sustainable Alameda)

15 minute cities a conspiracy?

<https://www.npr.org/2023/10/08/1203950823/15-minute-cities-climate-solution>

[NRDC report on VMT reduction vs. Caltrans](#)

 [Coalition Gov Ltr] Caltrans' Challenge to Climate Legacy

MTC webinar—faster freeways—paid HOV lanes; conversion of existing lane ok, but addition of a new lane is not OK. need enforcement of HOV lanes; 20% violations? AC transit documents abuse—need photo enforcement but technology is not there yet—dummies, tinted windows; would it be invasive?

 Comment Letter 10.12.23 - Item 7a Transit Oriented Communities

Fleet Electrification, SF 13% of SF sedans in the city fleet are EVs. By ordinance, supposed to be 100% EV by 2022. Assuming 15 year life = 6%/year. Ordinance passed in 2017 – $6 \times 6\% = 36\%$. So a reasonable turnover would be 36% at this time. Just points to the haphazard execution of these ordinances with very little checking into 'Are they working as assumed' once they pass.

Bus electrification, SF A talk from Bhavin Khatri, SFMTA Zero Emissions Manager yesterday gave an update on bus electrification in SF. There are 870 buses in the fleet. 270 are trolley buses. At first in planning, SF thought to get rid of all trolley buses and go to all electric non-trolley. But in part, due to the inability to get enough charging in time, they have decided to keep the trolleys they have since they are Zero Emissions. It takes PG & E 3 to 5 years to get power for the charging they are planning. So they will have to ask CARB for an exception, since apparently trolleys are not acceptable (??) as electric?

Muni currently has hybrid electric/renewable diesel, electric and trolley buses. Their share of SF's GHG is about 0.2%. Electricity is from Hetch Hetchy, so it is green, although not sustainable. Target is for full electrification by 2035

AC could do 70% of its routes with BEV. 30% Fuel Cell. PG&E "Come back and talk to us in 10 years"
Now thinking 70% Fuel Cell

Trolley bus wires are very expensive to maintain—dangerous if they get knocked down.

Muni can't get enough power from PG&E. Fewer bus manufacturers.

1913 Ryker act—has control of Hetch Hetchy. Mostly sold to agricultural districts —Louise Renne renewed those contracts. PG&E transmits the power from Milpitas.

They want us to support their procurement process—

- keep some biodiesel
- keep trolleys
- buying 12 electric buses?
- phase in chart—2035 – 100% by 2040 by state law

[Installing solar along highways](#)—SB49



EV charging standards for multi-family dwellings—100% of parking space proposed by Cal Dept of Housing and Community Development!

- relation to unbundling of parking
- invite people from Charge Ahead

[Climate Vote CA](#) and [link to join one page fact sheet](#)

The CA Climate Solutions Act:

<https://climatevoteca.org/wp-content/uploads/2023/10/California-Climate-Act-of-2024-23-0012.pdf>

The petition page <https://act.climatevote.us/share?page=take-action>

City Reports

Fremont: Jennifer's report: Fremont has published their latest Climate Action Plan. At first glance it seems to have the usual problem of ambitious targets and acknowledgement that they probably won't actually be met (in part because of the difficulty of predicting what state and federal legislation will look like very far out).

<https://www.fremont.gov/about/sustainability/climate-action-plan-update>

The Active Transportation Plan will have their interactive map available for comments until November 17. This is a good place to put comments about where better pedestrian and cycling infrastructure are needed.

<https://www.fremont.gov/government/departments/transportation-engineering/walking-bicycling/active-transportation-plan>

Oakland–Dan Kalb meeting; need more fleet conversion

Berkeley–Ferry service/transit hub–November 2nd hearing;

Regional transit measure news–2026 or later; 1¢ sales tax vs. more progressive funding source; rail expansion vs Voices for Public Transit–operation costs for buses/not a second tube; possible bridge toll increase is a two year bill;

How to overcome fear of riding on transit - relationship to concurrent problems in the city

Sunday, September 24, 2023 10:30 - Noon

Attendees: Jennifer, Mahlon, Jack, Rosie Ward, Chris, Elena, Sara, Bill

[Climate One podcast on electrification of trucking](#) (Jack report on podcast)

AC transit study will be presented at TRB in January

Study is continuing—data warehouse, recording on buses, keep collecting data—performance, cost, hydrogen cost is too high—need to cut at least 50%

Hybrid and diesel buses.

22 years using Fuel cells in Berkeley

30% battery, 70% fuel cells

PG&E unreliability is a problem

Also port of oakland 30 drayage fuel cell trucks

LA and Long Beach 150 - 200 miles if not too many hills

Legislative update:

AB 126—This bill would revise and recast the Clean Transportation Program to, among other things, change the emphasis of the program to the development and deployment of zero-emission technology and fuels; funding for clean vehicles—American Lung Association, Charge Ahead Coalition—passed and presented to the governor 9/21

SB 233 – Veh 2 way chargers/Grid two year bill

AB 7 – passed house, stalled in Senate—bill pushes Caltrans to include climate in planning process

[AB 579 \(Ting\) - ZEV school bus requirements](#)

Passed Senate Education Committee—now to Governor

[AB 894 \(Friedman\) – Shared parking](#)

Passed Housing committee and now to Governor

San Francisco Charging Feasibility Study (Elena)

Advocating for expanding the scope of the study

Supervisor Mandelman supporting charging—city has not tried to plan and coordinate this transformation; he wants to look at curbside charging; many agencies involved—dept of electricity, PUC, PG&E, SFMTA, DPW,

Commercial garages and city garages—SFMTA parking authority, Port,

Multi-family dwellings—need chargers

It's Electric—company in NY—take electricity from buildings that have extra capacity and use software to keep track of who is using the electricity

E-bikes and food delivery—(see below)

CARB mandate for 100% ZEV transit buses

Cost for full electrification – \$2.1 billion

\$22 billion to implement the SF CAP—how will this be funded

San Francisco Dept of the Environment update on Transportation plans (Elena)

As Reported by EV Gallies—Nicole Appenzeller, Dept of the Environment

Dept of Environment

Chargers

Food delivery E-bikes—incorporating; providing e-bikes; safety issue; theft

DCFC—BayView

MDV, HDV—smaller firms

Municipal Fleet

Commercial parking ordinance

Transit Oriented Communities (TOC) update—Sara

[Full policy document from MTC](#)

Comments due 9/27

Also regional transit measure informational

VPT Coalition Meeting

Sep 27, 2023 12:00 PM

VPT will be hearing from Rebecca Long - Rebecca Long Director, Legislation & Public Affairs, Metropolitan Transportation Commission/Association of Bay Area Government Relations about the forthcoming regional transit funding measure and its accompanying authorizing legislation. We will also have a chance to give MTC feedback on our values around the measure.

[RSVP](#)

AC Transit—2 year project to look at all lines and service; fiscally constrained plan plus an ideal plan now in development
ACtransit.org/realign 5 wards, 2 at-large; all will be in wards actransit.org/redistricting

NDEW events report

City Reports

Richmond–Point Pinole regional park–more protected bikeways – Richmond Greenway to Ohio to class 1 trail along Richmond Parkway–hopefully soon more protected

Cutting Blvd, protected bikeways

- Connecting with San Pablo, El Cerrito

- Ohlone Greenway connects

- Bay Trail—BART to BayTrail

Film on October 7 on safe streets

Fremont–Niles stroll & roll event; annual event;

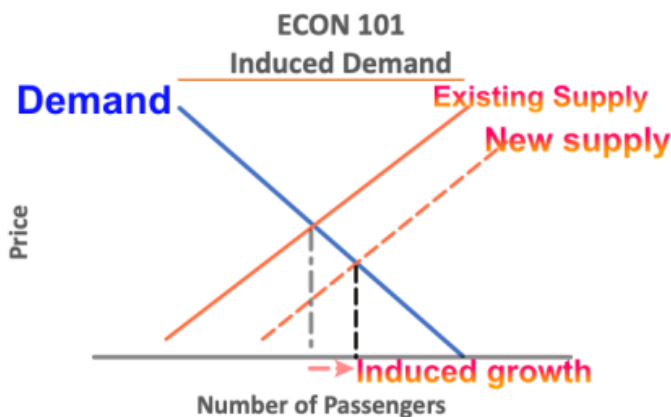
San Leandro–Mahlon’s been traveling; rented an EV in Colorado

Oakland – [EIR comments for Stopping OAK Airport expansion](#)

Sunday, August 20, 2023 10:30-Noon

Attendees: Jack, Harry, Jennifer ,Elena, Sara, Chris, Jamie Branquinho, Bill, Marjorie (partial)

Oakland Airport expansion rally and EIR testimony [\(Jack’s comment on EIR\)](#)



Transit Oriented Communities report–Sara and Jack

3Ps–[Production, Preservation, Protection](#)

Next relevant events:

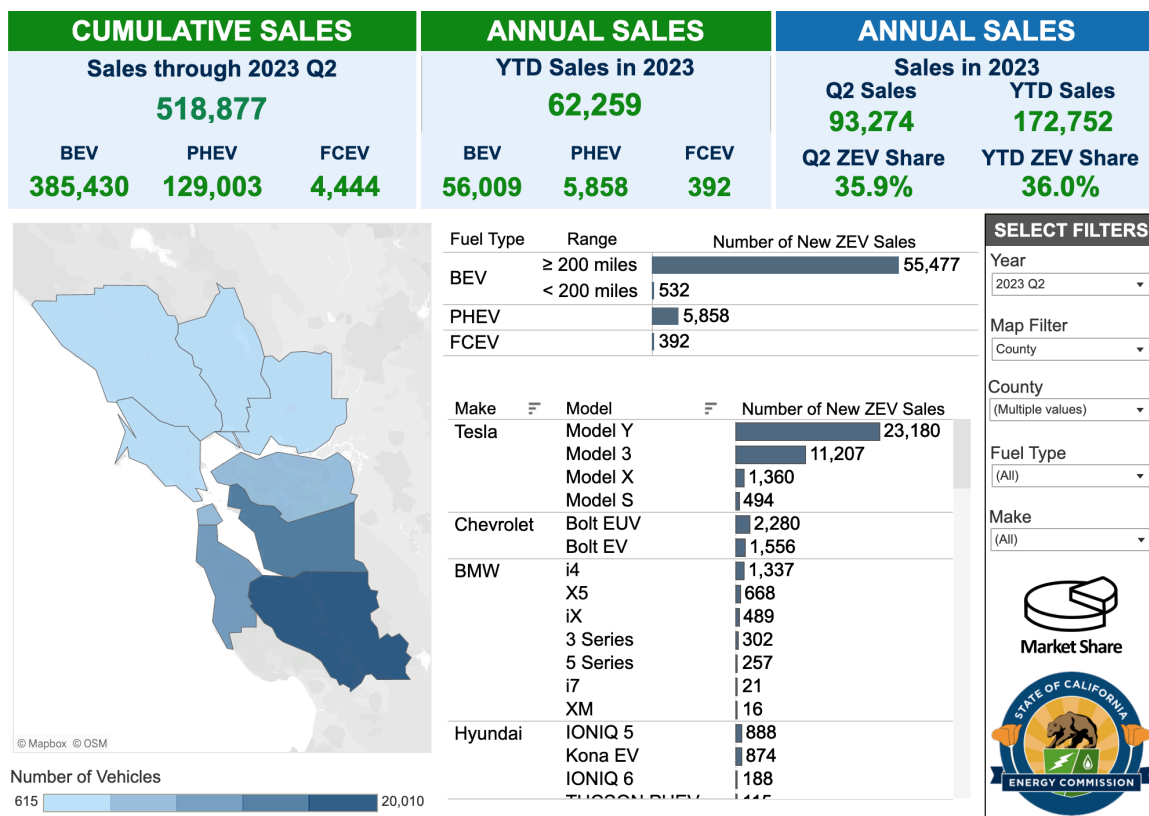
- [September 8, MTC planning committee](#) meeting 9:40 AM
- [September 27, Full MTC board](#) meeting 9:35 AM

Groups represented included 350BA, TransformCA, Friends of Caltrain, Urban Habitat, Generation Housing, Nonprofit Housing, Greenbelt, SFIC-499, Silicon Valley At Home, Legal Aid SC

Enterprise is making a tool for cities to see whether they are in compliance with TOC (transit oriented communities) policy requirements. (We did a similar thing a few years ago to gather information about how we can help cities improve transit).

The

EV Sales – 2nd Quarter–36% for Bay Area–up from 30% in 2022; 25% for CA–up from 21% in 2022



Legislation– more details under last month’s agenda
meeting with Assemblymember Mia Bonta staff this week

[SB 532](#)–Bay bridges toll increase \$1.50 now endorsed by 350 BA Action yet
Will need to go to the voters in 5 years; hopefully ridership will build before then
We can’t afford to have a Bay Area without BART.
Meeting with Mia Bonta on Tuesday–her leadership will be crucial on this

[SB 233](#) (Skinner) - Vehicle-to-Grid / bidirectional requirements for EVs
passed Transportation and Utilities & Energy Committees; now in Assembly Appropriations

[AB 7](#) (Friedman) - Transportation planning – project selection criteria
Passed Senate Transportation Committee–now in Senate Appropriations

[AB 579](#) (Ting) - ZEV school bus requirements
Passed Senate Education Committee–now in Senate Appropriations

[AB 894](#) (Friedman) – Shared parking
Passed Housing committee and now in Senate Appropriations

AB 83—get foreign money out of elections. More than 1% owned. End run around Citizens United.
Alex Lee—bill will come back next year. Passed in Minnesota and Seattle.

Low income people need cars for economic reasons, even though they are expensive

<https://www.vox.com/23753949/cars-cost-ownership-economy-repossession>

Redwood Materials -reusing metal components in batteries Nevada

<https://www.redwoodmaterials.com/>

https://www.youtube.com/watch?v=SbOH6fc_mk0 (promotional video)

Already exists in Berkeley—do we know where it goes? Only 5% of devices get recycled.

Laws in place since 2003, but not really enforced.

September 17 rally in Sacramento (conflict with Transportation monthly meeting)

There's going to be a large march in NYC on September 17, the [March to End Fossil Fuels](#), that aligns with the UN Climate Ambitions Summit. A number of Bay Area organizers (including myself) are planning on traveling to New York for this march as we are helping with some of the back end work, but there has also been interest in having a parallel action in Sacramento targeting Newsom. Anyone interested in being involved with any part of the planning process for a Sacramento march in September should email Ilonka Zlatar at ilonka@oilgasaction.org! If people want to either go to NYC or help remotely to promote and recruit for it, there are weekly volunteer onboarding calls being held on Thursday afternoons. [Sign up here](#).

Move our September meeting to Sept 24.

[Suggestions for getting involved in transportation issues](#)

City Reports

Fremont—festival of the arts. Biking inputs. Walk around Niles (part of Fremont)—sidewalk gaps, low density—narrow sidewalks ok, Union Pacific owns land; bike bridge proposed over creek—improve access. Silent film history museum, train museum, antique fair next Sunday.

San Leandro—Alameda Labor council—talked up AB83,

Albany—removing parking requirements, influenced by TOC program, ¾ of Albany is covered by TOC, removing parking requirements required to meet TOC. Did it citywide

San Pablo Ave Corridor—major improvements—Oakland, Berkeley, but not Albany

Richmond—El Cerrito rollers & strollers—BART to Bay Trail

Transit month in San Francisco and other counties—[link](#)

Sunday, July 16, 2023 10:30-Noon

Attendees: Mahlon, Jack, Chris, Sara, Elena, Lawrence, Hardi, Jennifer, Ariella, Marjorie, Bill

EIR for Oakland Airport coming out this week—letter writing public comments, rally,

Scott Hochsberg CBD

60 sign on members

WEOIP, CBE, Sierra Club, IPL

Airport frontline communities—East Oakland, San Leandro, Alameda, Hayward

Refinery links—more jet fuel—"Sustainable" Aviation Fuel;

Southwest Airlines partners with P66 and Marathon—biofuels a false solution

Labor—SEIU, Service Workers West—airport service workers—better working conditions

320 signatures on petition; aim for 1000 to give to Port of Oakland

16 new gates; currently 29 gates

Airports are feeling scrutiny of climate politics—99% of emissions are flights; ground operations are minor. Cap their flights is only sustainable action; very hard to decarbonize

Invest more in rail—90% of air destinations are served by rail

Letters to the editor/spread awareness

11% of Bay Area CO2 emissions; stratosphere has 2x-3x global warming impact—30%+/-

Cargo is in addition to that;

Is funding in place? Federal funding? Barbara Lee's office may be good to meet with

This thursday ultrafine webinar—working meeting every Friday at 3:00

Postal Service EVs

Push for anti-DeJoie board members

DeJoie is willing to buy EVs with IRA money—how fast/what percentage

Need different vehicles—Arizona 280 miles per day vs. Manhattan 12 miles

[AC Transit Zero Emission Bus University grant](#)

[Truck manufacturers agreement to make ZEV trucks by 2036](#)

Heavy duty chargers—how will it happen?

Hydrogen?

Fleets – medium duty vehicles

Legislative update

[SB 233](#) (Skinner) - Vehicle-to-Grid / bidirectional requirements for EVs

Requires most EVs sold in California to have bidirectional capability by model year 2030. SB 233 will maximize taxpayer benefits and improve grid reliability by integrating the untapped storage capacity of EV batteries into

California's electricity infrastructure - allowing EV batteries to provide stored electricity back to the grid, or directly to a residence.

passed Transportation and Utilities & Energy Committees; now in Assembly Appropriations

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Requires that Caltrans, CalSTA, and CTC incorporate into their processes for transportation project development, selection, and implementation *the principles of the Climate Action Plan for Transportation Infrastructure (CAPTI), and the Federal Infrastructure Investment and Jobs Act (IIJA)*. The bill also requires accountability re: achieving the principles in CAPTI, IIJA, and Federal Justice40 equity initiative. Includes criteria re: VMT reduction, NWL protection etc.

Passed Senate Transportation Committee—now in Senate Appropriations

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Requires 100% zero emission new school bus purchases by 2035. It also extends the lease term for ZEV school buses from 5 to 15 years for school districts requiring a lease program.

Passed Senate Education Committee—now in Senate Appropriations

AB 894 (Friedman) – Shared parking

Encourages the use of underutilized shared parking for existing and new housing developments. This decreases the cost of new developments and/or allows more housing units to be developed. [ADA parking is not impacted.]

Passed Housing committee and now in Senate Appropriations

SB 532—Bay bridges toll increase \$1.50 (not endorsed by 350 BA Action yet)

Gut and amend bill—Scott Weiner—

Senate appropriations

Does this have to go on the ballot?

Some concern about midnight to 6AM low income folks

Mixed feelings—Marjorie, Elena,

People from Central Valley—contractors

Berkeley to Palo Alto long transit commute; equity issue

In spite of reservations the group took a straw vote in support of the bill.

350 BA and BA Action joint board discussion—

There was a lot of interest in promoting our two organizations' work on transportation; how can we better communicate with the Boards what we are doing and build/expand our efforts.

Hardi willing to report to the Boards—hardisura08@gmail.com

Elena—charging is key issue

Sara—communicate with the Boards; TOC meetings with MTC/ABAG—Marjorie may be able to help

Laura has been supportive (Laura is Exec Director of 350 BA)

AC transit has good person at MTC—Diane Shaw

NEWS

[Public Policy survey](#)—only 45% of Californians support banning ICEVs in 2035

People concerned about price of EVs

Need cheap EVs/used EVs

Renters have a hard time charging

Ignorance about EVs

Range anxiety, lack of charging

Misinformation on internet—propaganda, worry about batteries from China

UCS has good rebuttals to this—national map

Disinformation is paid for, not accidental

Fox gets 24/7

[Parking mandates vanishing in Oregon](#) (already gone in SF, I believe—JLF)

In 2018, San Francisco became one of the first U.S. cities to eliminate all parking mandates. No longer is new development in the city required to provide off-street parking spaces. One of the many benefits promised by advocates of this program was that it would lower the cost of developing badly needed housing.

Tire dust/Road dust—<https://thetyrecollective.com/impact>

Webinar, July 20th 7-8pm PST

Airport Ultrafine Particulate Pollution

Learn about ultra fine particles (UFP's), tiny particles from airplane emissions that have a huge impact on the air quality and health of communities near airports, from guest presenter Debi Wagner, longtime activist at Seattle-Tacoma International Airport.

More info and RSVP: <https://www.stopoakexpansion.org/webinar-resource>

Organizations that help with Low Income EV programs

Central Valley EV project

Grid Alternatives in the Bay Area—Clean Cars for All, Clean Vehicles Assistance Program (CVAP), and Driving Clean Assistance Program (DCAP)

(DCAP and CVAP are supposed to merge, CVAP is currently closed to new applications)

Transit funding

State Budget Bill, AB 102, Provides a Transit Lifeline

- \$2 Billion in TIRCP (\$4B intended over two years)
 - Bay Area share over two years expected to be \$800M
 - These funds are currently committed to capital projects through MTC's Major Project Advancement Policy and TIRCP Framework
- \$1.1 Billion for New Zero Emission Capital Program
 - Bay Area share expected to be ~\$400M
- Both Funding Programs Have Flexibility to Use Funds for Operations
- Trailer Bill (SB 125) Spells Out Accountability Requirements

MTC

Where the Bay Area Stands

- Total Bay Area need is \$2.5B between FY25-FY29
- New sources:
 - \$400M from the state (\$100M/year)
 - \$300M from MTC
 - \$600-900M from SB 532
- Total: \$1.3-1.6B of \$2.5B of need
- Should take us past FY26
 - But what about FY27 (2026-2027)?

SFTRansit Riders

City Reports

Fremont—Active transportation survey, Niles Stroll & Roll—Sept 23 Niles Canyon in honor of recently deceased Supervisor Richard Valle, Transportation element update

Richmond—Point Pinole bike path; hard to get there; may be improved

San Francisco—San Francisco to get rid of free parking on Sundays and extend parking meter hours. From CBS Sacramen

to: "The city will soon get rid of free parking on Sundays, something that has been in effect since the 40s. It's also extending parking meter hours the rest of the week until 10 p.m." They have started with the tourist areas, and will extend throughout the rest of the City during the next year.

SFMTA 5-year Needs

- FY24 is balanced; no additional funding needs
- Total need of \$567M over 3 years: FY25, FY26, FY27
 - Decrease from previous projection of \$796M
- One or more new rev streams closes gap by FY28:
 - Regional measure in Nov 2026
 - Local funding sources
- New revenue needs are \$272M/year starting in FY28
 - Projected to escalate 3% a year thereafter

SFTRansit Riders

Sunday, June 18, 2023 10:30-Noon

Attendees: Jack Fleck, Sara Greenwald, Chris Peoples, Jennifer Neff, Hardi Sura, Bill Pinkham, Lawrence Abbott

Question—what percent of your trips are by car? Bike? Transit? Walk? Carpool? TNC?

What would it take to get you to reduce your vehicle miles traveled

[\(form?\)](#)

Transit budget [sign-on letter](#)

BART fiscal cliff is worse than AC Transit;

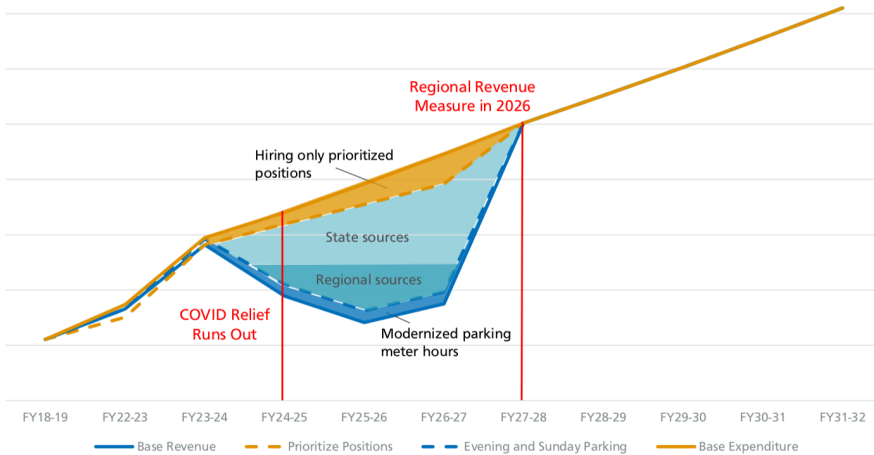
BART has high fixed costs; only 55 operators; AC Transit 550 operators

BART has station costs

BART farebox – 65%; AC Transit–13% pre-Covid, now 8%

Voices for Public Transit protest against expansion of rail via sales tax; more buses

Budget fight is about a 2 - 5 year gap between Covid money running out soon (2024/25/26) Need regional funding after that.



Still have to figure out a long term solution

Funding formula needed; possible federal funding but not likely

Join Survive & Thrive - Sara queried Adina Levin about this after the meeting

Transportation bills

PASSED by the Assembly - moved to the Senate

AB 7 (Friedman) - Transportation planning – project selection criteria

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Requires most EVs sold in California to have bidirectional capability by model year 2030. SB 233 will maximize taxpayer benefits and improve grid reliability by integrating the untapped storage capacity of EV batteries into California's electricity infrastructure - allowing EV batteries to provide stored electricity back to the grid, or directly to a residence.

Magic Dock–Tesla superchargers in Scotts Valley now becoming compatible with all EVs.

Folding Bikes

[Ride sharing in the Central Valley](#)

Eddie Ahn–MTC letter

- MTC hands out state and federal money

- Control toll authority money

- No major change without new director–

 - Transform, Sacto MPO,

City Reports

Valencia

SF budget - possible bond manager

San Pablo Ave–protected bike lanes proposed

3 new BART stations in Central San Jose

Funded by VTA Sales Tax

Fremont–Highway 84 extension planned supported by Mayor of Union City

East Contra Costa–ped/bike bridge over Route 4

Gilman bike bridge includes a rotary will take a while

San Leandro – Climate Action Plan compliance

- Sea level rise, tree planting, EBCE solar installation, electricity discounts

Sunday, May 21, 2023 10:30-Noon

Attendees: Bill, Jennifer, Elena, Mahlon, Carol Bardoff (only interested in transit, she stepped off the call almost immediately), Nick, Chris

Transportation bills (Nick) 4 of 8 survived and went to a floor vote, and/or to the other house
[Transportation bills](#)

AB 7 – Transportation projects – adding climate and EJ-specific selection criteria
About 90% of projects have been, in the past freeway widening, rather than rail, transit, EV infrastructure. Adds several specific selection criteria that are climate and equity-friendly.

AB 579 – 100% EV school bus purchases by 2035

AB 591 – Universal connectors for EV chargers (not proprietary) Interoperability. Has moved to Senate

SB 233 – Bidirectional EVs and Vehicle to Grid/‘Vehicle to Everything’ now 2030 date for bidirectional.

AB 894 – Shared Parking Encourages public transit and housing. Can share parking with existing parking areas. Moved to a floor vote status

SB 529 – EV and EV charger sharing for low income housing projects (**2 year bill**) Cost concerns probably caused it to stall and be continued to next year. 2 EV’s and 2 charging stations would be provided to low income housing projects.

SB 709 – LCFS biomethane reclassification (**2 year bill**) Methane from cows has been incorrectly classified as Low Carbon. Work taking place to reclassify biomethane.

Note: Per Chris: Produce’s Dairy makes more money from LCFS than from selling milk.

CEC 1st quarter EV sales–Bay Area again leads the state with 32.5% vs 21.1% statewide.

Here are the [results by county](#)

Article

https://www.greencarreports.com/news/1139454_california-hits-1-5-million-plug-in-vehicles?mc_cid=63c63150b0&mc_eid=fb6a1721ad

This article says that a cumulative total of 1.5M BEV, PHEV, and Fuel cell cars have been sold in California through Q1 2023. Of that total about 1M are Battery electric vehicles.

Through the 1st quarter 16% of new car sales have been BEV, with another 5% being plug in hybrids, for a combined total of 21% of new car sales.

Charging –Concerns still exist about DCFC. Is there an SAE standard for chargers? Why are payment systems not working properly? It is a CARB problem and it can be solved by the Federal Government. AC Transit has had lots of problems with the BE chargers—they have 6 chargers, and there is a part that keeps failing –part costs \$70K. PG &E is a big problem for providing service for power. PG &E now says they can't provide power for the forthcoming electric buses—100 buses in East Oakland, about 100 in each of 3 other locations.

AB463—Directs CPUC to add transit agencies to be supported during a power emergency

City Reports

Alameda—City has done a good job of creating protected bike lanes. Bike lane was so wide that turning lane was impeded. Low island not clear enough; need a post to mark the lane.

Richmond- Bike to work day was Thursday. Bill was at Richmond BART, guess there was about $\frac{3}{4}$ of normal traffic on BART. 350's ride and walk for the Climate. Bill led the bike ride, up the Bay Trail past Rosie the Riveter, to Miller Knox, and then Cutting Blvd. Almost all of the way was protected Bike lanes.

San Leandro-Bring back the Natives home and garden tour. Mahlon and Jack went on it. Saw someone who had a 3,000 gallon tank which will water the native garden for the whole summer.

QuitCarbon was on the tour talking about their services. Mahlon was touting Harvest Thermal which he has in his own home. Last January compared with year previous (when he had gas), was only 54% of what was used last year. Harvest is a type of hydronic system which supplies hot water and heating.

Sunday, April 16, 2023 10:30 - Noon

Attendees: David Baker, Jack Fleck, Carter Lavin, Jennifer Neff, Elena, Marjorie, Bill P, Sara

Speaker Carter Lavin, [Transbay Coalition](#) about the 'Survive & Thrive' effort to get state lawmakers to step up and ensure adequate transit funding in the Governor's May budget. (30 minutes)

CARB action on Clean Trucks April 27-28—Advanced Clean Fleets—2036 sales target

[Report from EarthJustice](#)

Note from Kathy D: Do you think anyone from transp cmt would like to call in and comment on the Advanced Clean Fleet rule vote? I'm going to comment for 350 BA Transportation cmt. Discussion of that rule will start the afternoon 4/27 but comments and vote could be carried over to 4/28 as they expect a LOT of comments on the diesel locomotives rule (which someone said represents even more pollution than trucks if that is possible).

Charging is a key issue—reliability, demand peak fees, number of chargers

Transportation bills

AB 7— infrastructure consistent with CAPTI

AB 579—EV school buses

AB 591— Universal chargers (not proprietary)

AB 1267 - Superusers EV incentives

AB 1525—60% of spending to priority communities

AB 823—EV fast charging equity

SB 68—Transit oriented housing

SB 233—Vehicle to Grid

SB 529—EV sharing for low income housing projects

SB 709 - Low Carbon Fuel Standard—discourage biomethane

CEC EV sales report for 1st quarter—not available yet

MTC has no mission statement? – [some suggestions](#)

Biden call for EV sales – 50% by 2030? Center for Biological Diversity critique

City Reports

Richmond—May 18—Bike to Work Day

El Cerrito Albany rollers and strollers—add some signage to Bay Trail

[Bike / Walk for the Planet](#)

May 6 East Bay

May 13 San Francisco

Fremont—EV charging outside 7-11

Earth day festival

Berkeley—Hopkins bikeway has been tabled

San Francisco—Transit riders climate panel discussion; John Anderson—

Sunday, March 19, 2023 10:30-Noon

Present: Jack, Jennifer N, Elena, Sara, Jennifer H, Lawrence

Legislation—Climate Center

<https://theclimaticenter.org/our-work/bill-tracker/>

SPUR is sponsoring a bill -- [AB 894 \(Friedman\)](#) -- to ensure that public agencies support shared parking as an alternative to requiring new parking. I have attached a fact sheet and template support letter. In short, the bill requires that:

1. Public agencies allow underutilized parking to be shared, even if it was part of a previous zoning approval;
2. Public agencies count shared parking toward meeting parking requirements (including for existing CEQA mitigations and development agreements); and
3. Public and private entities examine the feasibility of shared shared parking arrangements for developments that use state funds, or for any new parking facility supported by public funds.

AB 1267—incentivizing EVs for heavy gas users

AB 529—EV sharing in affordable housing projects

AB 591—universal chargers

[CalBike letter sign-on](#)

[EV Charging for all coalition](#)

V2X May 4, 11 am - noon, webinar on Vehicle Bidirectional Charging. More to come next month for sign up

Life span of batteries question.

[Walk/Bike -](#)

We the People amendment—reverse citizens united—all congressmember in Bay Area except Nancy Pelosi

AB 83—stop foreign monies in political influence; Seattle did this but didn't get sued.

Transit update?? (Sara)

- We signed CalBike [Budget letter](#) for active transportation

- April 9 speaker(s?) still being sought for Sunflower Alliance webinar to promote the campaign for increased public transportation funding in the state budget. Probably they will have 3 to cover, i) immediate threat due to ridership drop and the federal "fiscal cliff" ii) goals/demands of public transportation supporters these days, iii) painting a picture of a public transportation system that would work better for people than cars. Adina Levin has indicated she will take iii if she can.

Regionally, transit agencies and people are saying we all need to do transit funding.. In SF, Transit Riders has formed a Transit Equity Network, saying they want more transit equity and restoration of routes that have been discontinued. Local and regional plans both at the same time on the ballot

City Reports:

Jennifer was in Berkeley and said that the roads were in terrible condition for biking

SF: Jack interested in reading the Central subway and 3rd St. light rail

San Leandro: Progressive electeds in SL, who want the citizens to provide information with solutions.

Street trees grant of \$1M, working almost every weekend to plant 10,000 trees. Working with local native plant society. Lots of volunteers-50-60 people.

Sunday, February 19, 2023 10:30-Noon

Present: Jack, Chris, Sara, Jennifer, Nick, Bill, Elena, Marjorie

[Problem Statements - Transp](#)

Nick Ratto: List from Laura Friedman meeting with (?) of 350BA state leg cmt

Leg cmt needs help on Transp team

AB 287 GHG Reduction Fund - Garcia seeking tighter control over where fund money goes

SB 301 Sen Approp Cmt Chair - replacing ICE engine w/ electric (rebate)

Narrow Track Vehicles - Laura Neish wants leg cmt to follow, CEO of mfr backing this bill- Nick considering AB 241 ASM Reyes, Sen Gonzales (SB 84) Clean Transp Program, a space they are holding for transp (Jack suggests they put all the LowCarbon Fuel Standard (biogas etc) \$ here & dump the biogas) Janet Fortuna (on leg cmt?) planning to meet with a staffer involved with this bill

Chris: Once the tax/appropriation is legislated, it is difficult to send the \$ elsewhere, have to make sure the new use complies with the requirements specified by the legislation

AB 579 Contracosta interested - ZEV School Bus initiative, Asm Ting

AB 233 bidirectional capability - vehicle to grid bill

AB 6 & 7

AB 6 proposes to require that local sustainable communities strategies align with state climate & EJ goals

AB 7 would prohibit freeway widening, language needs to be clarified

[Climate Plan workgroup notes](#)

[Moving Forward Network \(MFN\) petition we are asked to sign onto](#)

[EV sales in 2022–California and Bay Area](#)

[Oakland ZEV plan](#)—140 page version; [Jack's 13 page comments](#)

Indicators

Wales no new road projects—How about the Bay Area/California?

Microcars?

Save Public Transit online rally, 2/21, 12PM

Tuesday, February 21 at noon—[special transit fiscal cliff event](#) hosted by the Voices for Public Transportation coalition, which includes Seamless Bay Area and dozens of other local and regional organizations and leaders. Talking points from [Seamless](#) Better explanation from [Sunflower Alliance](#)



City Reports

Berkeley–Hopkins St. bike lane; AC Transit is neutral, but there is lots of fight in the neighborhood.

Fremont–bike sensors are starting to work; Niles Creek could use some more pedestrian bridges

Richmond–Patrick Phelan bike planner is moving to work in Oakland

SF–Bond measure is being talked about

Sunday, January 15, 2023 10:30-Noon

Attendees: Jack, Elena, Sara, Nick, Chris, David Baker, Jennifer, Costi Gonzalo

Introductions

Fuel Cell Ferries

<https://www.weforum.org/agenda/2022/04/hydrogen-powered-ferry-prepares-to-launch-in-san-francisco-bay/>

Red & White Fleet has a fuel cell ferry

AC Transit plans to be 70% fuel cells by 2040

Ferries aren't accessible if the freeways are down. Mostly appeal to wealthy commuters; big subsidies.

AC pays \$9 per kg for hydrogen. Fueling stations charging \$25/kg. \$5/kg would be equivalent to diesel.

Transit equity day–Sara

Plus sign-on letter Transform–transit funding

February 4 Chinese NY parade–Seamless, Voices, and Transit riders will distribute stickers that evening. [I ride transit sticker distribution.](#) Marjorie Alvord reaching out to 350 East Bay.

Nationwide video panel for most of the day.

Biofuels/biomethane/Low Carbon Fuel Standards—Jack

[Explanation of LCFS program](#)

[Jack's slides](#)

Recommendations for CARB:

Stop issuing approvals of biofuels, biogas, or CCS projects

Focus on clean electricity and clean hydrogen

[Bay Area Transit Megaprojects—Jan 18](#)

Governor's proposed deficit budget

[CalMatters https://calmatters.org/california-budget/2023/01/california-budget-newsom-deficit/](https://calmatters.org/california-budget/2023/01/california-budget-newsom-deficit/)

Newsom's proposed budget slashes \$6 billion for climate initiatives, including reduced spending on one of his top climate priorities — ramping up zero emission vehicles. Newsom has proposed cutting \$6bn from a \$54bn multi-year climate spending package that he had touted as “the most aggressive action on climate our nation has ever seen”.

More than half of the cuts for climate — \$3.3 billion — would come from the state's clean transportation initiatives. Newsom is proposing to cut \$2.5 billion from zero emission vehicle infrastructure build-out, and about \$1.4 billion of that amount would be shifted to the state's cap-and-trade fund paid into by fossil fuel companies. The cuts from these programs would also affect the construction of heavy-duty vehicle infrastructure, a much-needed investment as the state considers another ambitious proposal to [ban sales of high-polluting diesel trucks](#) and phase in zero-emission models. Another \$2.2 billion in funds would be gutted from transportation that includes spending for rail and transit projects.

Voices, Move LA, San Diego, Central Valley—trying to save operating funds; maybe cut capital funds instead.--CTA (agencies) coalition trying to get a united ask; activists trying to be part of this. Scott Weiner working to oppose the cuts (kathy Dervin email).

SF Receives Grant for E bikes for food delivery apps.

[SF Receives \\$2.4M Grant to Advance E-Bikes](#)

As we focus on electrifying cars and trucks on the road, we don't want to overlook e-bikes as a fast, convenient, and sustainable alternative. In November, San Francisco received a \$2.4 million grant from the California Energy Commission (CEC). Starting in 2023, parts of the CEC grant will pilot a program of electric bicycles and app-based food and beverage delivery. [In San Francisco, 47% of the City's greenhouse gas emissions come from the transportation sector](#) (mainly personal cars and trucks). This pilot project will entice app-based food delivery gig

workers away from their single-occupancy vehicles and onto electric bicycles. Pilot participants will receive all necessary gear, training, and insurance. In return, SF Environment Department will receive data about utilization rates and times, along with pre- and post-program surveys, that will inform how to scale the use of electric bicycles for delivery in the future. More widescale adoption of e-Bikes here in San Francisco would certainly reduce emissions and help to unclog our congested roadways.

Also: [CARB E-bike incentives workshop on Tuesday, Jan 31 at 9:30 AM](#)

Self driving cars carbon footprint

City Reports

Fremont—rain has been manageable with drains

Alameda—CASA meeting – budget allocation—Youtube link in chat; important to go to budget planning meetings

San Francisco—1% for the climate—add back process from supervisors; \$14 billion budget; 25 million for Dept of Environment; will cost \$22 billion to electrify SF including EV charging; flooding may be moving supervisors

Oakland—did not get federal money. This is a real estate condo project—\$12 billion vs \$1 billion for ball park. Federal money could go to transit. Will Fisher sell to Lacob? Probably not.

Sunday, December 18, 2022 10:30-Noon

Attendees: Jack, Chris, Mahlon, Bill, Hari, Sara, Jennifer, Nick, Laura

AC Transit fiscal projections—sara & Chris

Articles in Mercury News/EB Times about fiscal cliff at end of 23/24. Cliff is more intense for rail agencies—they issue lots of bonds; BART has lots of maintenance bonds; hard to cut back

AC Transit – 9 county funding plan for 1 cent sales tax; Voices for Public Transportation proposed a more progressive tax and more emphasis on operations. Post-pandemic trying to fund years after the fiscal cliff. Big money bills in 2024 will be for housing, not transit. How to bridge the gap—MTC? More Sacto \$? 4th scenario is in the context of trying to figure out longer term funding; still a risk about how to pay it back; pension debt is unpredictable

[CEC Approves \\$2.9 Billion Investment for Zero-Emission Transportation Infrastructure](#)

- \$1.7 billion for medium- and heavy-duty ZEV infrastructure.
- \$900 million for light-duty EV charging infrastructure.
- \$118 million for ZEV manufacturing.
- \$90 million for hydrogen refueling infrastructure.
- \$97 million for emerging opportunities such as aviation, locomotive, marine vessels and vehicle-grid integration.
- \$15 million zero- and near-zero-carbon fuel production and supply.
- \$15 million for low-carbon fuels.
- \$10 million for workforce development.

Marjorie Alvord asks: any efforts to pursue state funding to prevent cuts (mentioned by Adina Levin per Sara's excellent notes)? Will AC Transit, SFMTA, Marin Transit, MST, VTA for example, be lobbying for such state funding?.If so, how could 350BA &/or individuals support such efforts? *Chris pointed out that is mostly capital, not operating, funding.*

[Streets for All State Legislative Report](https://www.streetsforall.org/) <https://www.streetsforall.org/>
<https://mail.google.com/mail/u/0/#inbox/FMfcgzGrbRXpjsJRkMmSWdzqKNxdqfTp>

Transit 2050 and Plan Bay Area 2050+

Staff presentation was approved. Plan for 2023 - 2025. Collaborative problem solving with transit agencies; support for Transit Oriented Communities.

Project to expedite all-electric school buses—[some background](#) and [more background](#)

Vehicle to Everything (V2X) DCBeI

AC Transit has done this with library—5 hours only

Low Carbon Fuel Standards—should we oppose any expansion of biofuels?

[Spreadsheet tool](#)

Transit Equity Day

350BA sponsored \$500

Same day as Chinese New Year Parade in SF

Meetings happening this week

350 Bay Area is donating \$500 to sponsor the event

City Reports

Richmond—Greenway gap over 23rd Street; bridge has been designed; \$30 million will take a while;

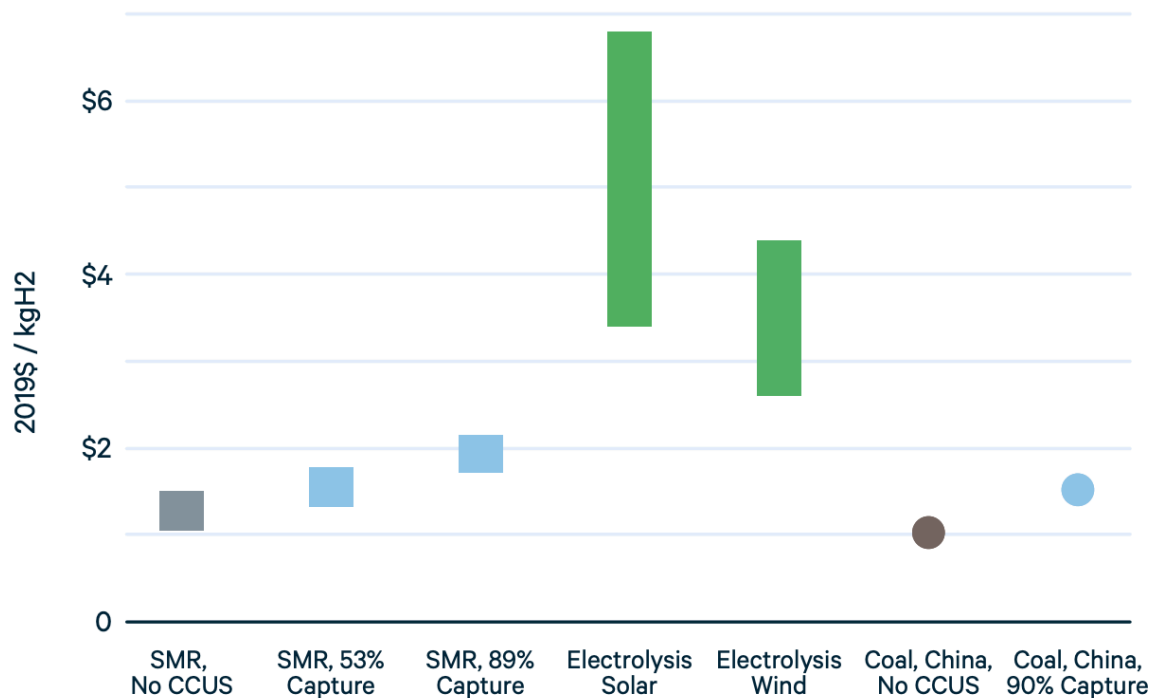
San Leandro—Mahlon's house is keeping him warm—84% less energy, even though it was 5 degrees colder. But gas is cheaper than electricity, but at 25 cents off-peak + 16¢ = 41 cents per kwh vs. 8 cents/kwh. \$122 vs \$262 for electricity electricity up 30% gas up 14%

Sunday, November 20, 2022 10:30-noon

Low Carbon Fuel Standard program—Is anyone on our transportation team interested (I can work with you—Jack) This is important to understand for the biofuel and biogas controversies, plus LCFS can generate a lot of funding for Battery and Fuel Cell EVs. CARB is 100% behind it, but EJ groups are opposed.

Clean Hydrogen—\$3 per kg tax credit in IRA—is that a game changer?

Figure 4. Current Hydrogen Production Costs, by Method



Sources: Friedmann et al. 2019; IRENA 2019; IEA 2019.

SMR = Steam Methane Reforming

CARB workshop on e-bike incentives: Date: November 30, 2022

Time: 4:00 p.m. - 6:00 p.m. [Register here.](#)

Location: Zoom Webinar

[IRA, Infrastructure Plan and State funding for transportation](#)—Jack

Veloz webinar on Nevi

20% EV sales in CA in 3rd Quarter

California Vehicle Rebate Program changes—Elena

- CVRP reporting huge increase (~\$14K) in EV costs over past 8 years due to inflation. Average cost is \$43K
- Clean Vehicle Rebate Project (CVRP) Increased Rebates
 - § Proposed: Up to \$7,500 for a new BEV or FCEV, and \$6,500 for a PHEV.
 - § Current: Up to \$7,000 for a new FCEV, \$4,500 for BEV, and \$3,500 for PHEV.
- Hoping to make these point of sale rather than mail in rebates.

Prop 30; other election discussion

City Reports

Fremont–Los Altos–near Foothill College where there is no sidewalk, but now they have painted a pedestrian lane next to the bike lane.

San Francisco–Central Subway is open

Oakland–Sheng Thao will be mayor. Will she keep Ed Reiskin?

Sunday, October 16, 2022 10:30-noon

Present: Jack Fleck, Jeff Gould, Mia, Sara Greenwald, Elena Engel, Mahlon, Jennifer Neff, Bill Pinkham, Rachel, Mia D, Mark Roest, Lawrence Abbott

Notetaker:

Welcome/Introductions 10:30

[Infrastructure bill spending](#)–(Washington Post article sent by Kathy D)

“Federal transportation officials face limits on their ability to influence which projects are funded and how they are built.”

We’d like to find more about how the federal & state money flow to projects such as ‘logistic hubs’ for trucking.

Action item: (Elena, Rachel, Jack) contact people who may have information on this

E bike discounts

Ride and Drive Clean is excited to announce our first [Ebike Discount Campaign](#) coming soon, November 1 - 21, 2022. While EV inventory is still low, we’re taking this opportunity to spread some Ebike joylove that Ebike are a fun, healthy, and zero emission substitute for commuting and running errands in a gas car.

In addition to significant discounts on a variety of Ebikes, with our partner, [The New Wheel](#), we're offering a Ride Clean Package of Perks - free helmets to the first 100 Ebike purchasers, a one-year service plan, and no-interest financing.

We're also planning two FREE Ebike webinars during the Campaign, to help consumers discover the benefits of Ebikes (including rebates), choose the Ebike that's right for them, and learn important Ebike safety practices. The Ebike webinars will be posted on our [Events page](#) by November 1.

Invited Someone from SF Bike Coalition to speak to us about a number of E bike issues—licensing to deter theft, speed issues, but they declined to come.

Ride and Drive reports—Jeff

Sept 28 Richmond event – many people

Oct 15—Berkeley 10 e-bike tables Harvest festival lots of interest in EVs

Bike Share e-bikes—Richmond ran into complications; company went out of business; new company Leap is stepping up

Bike theft problem—how to deal with this?; GPS buttons – Tile, TrackR, Apple—
Ebikes are everywhere iManhattan

Richmond is also launching an EV ride-share program 5 - 6 Chevy Bolts

EV Council report on charger reliability—Elena

Urban sprawl in Tracy—Jack's photo "More room to Flex"



Bay Area's great migration is creating a 'Megaregion' as residents move out, not away

<https://abc7news.com/megaregions-san-francisco-bay-area-california-exodus-mass/11519054/>

Electric Mobility Coordinator (Community Development Project Coordinator) – Berkeley, CA

The City of Berkeley is seeking candidates for an exciting new Electric Mobility Coordinator position to advance the City's fossil-fuel free commitment by leading implementation of the Berkeley Electric Mobility Roadmap. This position, located in the Transportation Division of the Public Works Department, will manage and coordinate the City's electric vehicle (EV) charging infrastructure and emerging mobility options, obtain grant funding for electric mobility programs, and catalyze actions such as electric mobility equity pilot projects and shared electric mobility hubs. The ideal candidate will have expertise in EV charging infrastructure, activities to increase EV adoption, and/or shared electric mobility programs, and experience collaborating with multiple stakeholders and leading complex programs and policies. **Apply by October 31, 2022.** Please see this [job posting](#) for full details.

Prop 30—update? Sierra Club Bay Chapter no position

Voices for Public Transportation update (Sara)—regional measure for 9 counties; MTC has signed on
COP 27? Is in November; Global climate action day November 12; youth vs
Apocalypse will be part of planning—maybe Friday Nov 11 Transit = Climate
Highlight connection between fossil fuel industry and right wing

City Reports

Oakland E-bike library—hoping it opens soon

San Francisco : Prop I and J
Prop L (Sara)

Richmond—several new protected bikeways
—also new park along the Greenway

Alameda—Municipal Utility has a \$600 e-bike rebate
—proposing pedestrian/bike bridge to Jack London
– Coast Guard has issues—lift bridge

Fremont—more bike detectors, leading pedestrian intervals at signals

Sunday, September 18, 2022 10:30-noon

Present: Sara Greenwald, Jennifer Heggie, Chris Peeples, Jack, Mahlon, Jeff Gould, Elena, MaryAnn , Bill Pinkham

Notetaker:

Welcome/Introductions 10:30

Heavy duty vehicles—Chris gave us an interesting overview of battery use vs hydrogen in transit buses, and discussion of drayage, school buses as good candidates for battery because they are parked for long periods of time and go between usual points.

NDEW Events:

San Francisco, EV Showcase, Oct 1, 2022 11am-5pm Sunset Community Festival , 37th Ave and Ortega.
Other Bay Area events: <https://rideanddriveclean.org/events/> Does anyone own an EV they would like to show? We already have Teslas, Bolt and Leaf, and are looking for other makes of EV's.

EV Council—streamlining permitting—A meeting agenda is attached and available on the Box site [here](#).
September 20—1 - 3 pm. Can anyone attend? Both Jack and Elena cannot attend this time. Jeff Gould said he can go.

Status of Transportation Bills (Nick)

SB 1010 – state fleet all electric failed

AB 2438 - Caltrans must comply with CAPTI passed (but later vetoed)

SB 1112– [Tariff on-bill financing](#) – passed

AB2061-Standards for EVSE reliability-passed

SB 1482- studies mandating putting chargers into Multifamily buildings

[Potential savings from IRA](#)

EV charging—\$5 billion in the infrastructure bill, but not a lot in IRA.

[E-bike incentives program CARB informational meeting](#) – Wed 9/28 10 AM

Need licensing of bikes

Need to regulate how fast they go—e.g. 25 mph is too fast for bike lanes

Need infrastructure, parking safety, helmets,

Perhaps invite speaker—bike coalitions

Prop 30 – gearing up for WSPA attacks

[Gas Station bans in Sonoma County](#)—6 cities approved ban; 3 cities to go!

<https://con-gas.org/>

Updates?

Clean Trucks coalition—Judy

Voices for Transit—Sara/Chris

MTC agreed to sponsor legislation and do polling. If polling is negative, the ballot measure would be continued to 2026 or 2028. Bob Allen/Richard Marcantonio—progressive funding sources; debate on how many choices you give people

City Reports:

San Leandro—HVDC charging station Electrify America in downtown—still not working—should open soon (after months under plastic wrappers)

Alameda—charger at Target store took a long time; conduits/infrastructure delays; red tape

AC Transit had a six month delay in spite of one year notice. Had to go to the board of PG&E to get them to move. Six month delay to get a panel upgrade.

Berkeley coastal clean up 2300 pounds of trash

SF—fewer people clean up on the east side of the city. Transit ridealong with Supervisor Mar; rally at city hall for transit; Mayor with Pete Buttigieg but she hadn't advised anyone. Very short notice to AC Transit. City College has 7 level 2 chargers.

Sunday, August 21, 2022 10:30-noon

Zoom link: <https://us02web.zoom.us/j/82355760334?pwd=MkxzcWt1ZVhrSE4yVVZxVnBwQytkZz09>

Phone: +1 669 900 6833

Meeting ID: 823 5576 0334

Passcode: 745754

Reminder: send out meeting reminder, and put meeting on the website

Present: Jennifer, Jack, Jeff, Mahlon, Lawrence, Judy,

Notetaker:

Welcome/Introductions 10:30

Bill Policy Committee—can we take a stand on State Initiatives? (Nick)

Status of Transportation Bills (Nick)

SB 1010 – state fleet all electric failed

AB 2438 - Caltrans must comply with CAPTI passed

SB 1112– [Tariff on-bill financing](#) – passed

others

Advanced Clean Trucks Rule—Judy Borcz (judy@norquay.com)

Advanced Clean Fleet coalition—70 members—Sierra Club, Teamsters, Blue Green Alliance. . .

October decision point – pushing for stronger rules

20+ states look to California for these truck rules

Newsom pushing for 55% GHG reduction by 2030—need more aggressive rules

- all new trucks to be ZEV by 2036 (right now 2040 in draft rule)

- By 2045 50% of trucks will be fossil fuels with current rule

- CARB applies rule only to fleets with 50+ trucks; this misses ½ of trucks

- Coalition pushing for size of 10, maybe 20 is ok

- Maybe assembly transportation group will send a letter advocating for stronger rules for this? Judy working this issue.

- Can we incentivize smaller fleets to buy ZEVs? 4100 vehicles in CA budget; + 1000 trucks in the drayage segment; Additional money in Federal IRA – \$40,000 per MD and HD trucks plus 30% tax credit up to \$100,000

- Many fleets use “independent drivers” as a fictitious cover up. Company with 400 trucks says they have 0 fleet size.

Regional Transit Proposal update from Richard Marcantonio (AC Transit) & VOICES coalition (Sara)

In June, we made a break-through at MTC on the regional measure for transit. The Commission directed staff at its June meeting to proceed BOTH to get a housing bond measure on the 2024 ballot AND to address the transit operating crisis.

The transit portion directed staff both to proceed to introduce authorizing legislation in 2023 for a regional funding measure, and to identify “bridge” operating funding to keep transit moving in the meantime.

The Voices for Public Transportation coalition is very pleased with this shift, as our 40+ member organizations have been pushing for three pillars in a regional measure since 2019: **progressive revenue source(s), a substantial emphasis on funds for transit operations to restore and expand service and jobs, and funding for integrated, affordable transit fares.**

We have told [MTC] staff that we are eager to participate in the public process, and we have a lot of thinking about the needs and potential sources of progressive revenue to contribute.

However, since June, we have not seen any indication that any process is starting up. To get a bill introduced in December, we need to start right away.

They are asking supporters to inquire on the status of the public process, and let Richard know what they find out.

Names & contact info of MTC commissioners from your county [here](#).

Advanced Clean Cars–vote is August 25–possible sign-on letter from Center for Biological Diversity--Jack

[NY Times article on charger reliability](#)

IRA provisions on EVs/ impacts on public transit:

Provisions of IRA on Electric vehicles and charging:

- ****Clean vehicle tax credits extended and modified.** The restriction on the number of cars that would qualify for the credit has been lifted, and new requirements around the amount and source of critical minerals in batteries have been added (must be sourced/assembled in N. America). These new requirements stipulate that an increasing percentage of critical minerals be sourced from countries with which the U.S. has a free-trade agreement (side-eye in international arbitration) Full credit: \$7,500, ratcheting down according to various stipulations. Income restrictions: \$150,000 single and \$300,000 couple. Car cost ceiling: \$80,000 pick up or SUV, \$55,000 sedan

(So for foreign-built cars (Kia, Hyundai, etc), you must purchase immediately so that you can get the “old” \$7500 tax credit before the new credits kick in 2023, or if enacted immediately.)

- ****Credit for used clean-car purchases too.** This extends the credits for new car purchases to previously owned cars, both of which can now get \$4000 or 30 percent of the sale price as a tax credit, whichever is smaller. Car can’t cost more than \$25K. Will this be a tax credit or point of sale?? Will act like a rebate. Caps: \$150 married couple/ \$75K individual

- **** Credit for commercial clean vehicles.** This creates a new credit for qualified commercial electric vehicles, equal to 30 percent of the cost of the vehicle.

- **** Extends the alternative fuel vehicle refueling property credit through 2031.** This includes both biofuel stations and electric charging stations.
- **Grants and rebates** for the purchase of clean heavy-duty vehicles.
- **Provides funding for USPS clean fleet.** This helps the USPS fund the purchase of zero-emission delivery vehicles. Provides \$3B.

State budget proposal for transit/EVs

Zero Emission Vehicles. Provides \$2.7 billion in 2021-22, and \$3.9 billion over three years, for a variety of zero emission vehicle programs. This includes multiyear investments in drayage trucks, transit buses, and school buses, as well as \$500 million for ZEV infrastructure and \$525 million for the Clean Vehicle Rebate Project.

Transportation Highlights

- Provides \$3 billion in funding for transportation infrastructure across the state, including for active transportation projects and projects identified for completion prior to 2028, subject to additional legislative action.
- Provides roughly \$2 billion in special funds and federal funds for streets, roads, and highway projects.

Streamlining permits for EV chargers—cities, utilities, [AB1236 streamlining of permits](#) map

BART free rides for students—

<https://www.bart.gov/news/articles/2022/news20220815>

Drive electric week: East bay EVA will be co-sponsor for National Drive Electric Event and EV Carshare Launch in Richmond, CA Sep 28, 2022:

<https://driveelectricweek.org/event?eventid=3342&fbclid=IwAR27841gGTKKBQbpd518gxUhqPgW7UJNKCpZWRiepG6VTZVrkohdWJMJAfl>

City Reports

Fremont—bike detection lights going in

Richmond—Greenway is going to get another park, will be under construction for a while

San Francisco—ballot measure defeated in last election. In November SF will vote on renewal of ½ cent sales tax—no new money. September 7 transit event with rally.

Alameda—PUC buys clean power, incentivizes EVs and ebikes, city council is dragging their feet on implementing climate action—bike lanes ok, but no EV charging infrastructure. Lot of infill housing in Alameda—old navy base, old Del Monte packing plant

El Cerrito—San Pablo Ave corridor plan; two rotaries as part of plan;

Sunday, July 17, 2022 10:30-noon

Zoom link: <https://us02web.zoom.us/j/82355760334?pwd=MkxzczWt1ZVhrSE4yVVZxVnBwQytkZz09>

Phone: +1 669 900 6833

Meeting ID: 823 5576 0334

Passcode: 745754

Reminder: send out meeting reminder, and put meeting on the website

Present: Chris Peeples, Jack Fleck, Nick Ratto, Jennifer Neff, Sara Greenwald, Bill Pinkham, Elena Engel, MaryAnn Furda, Mahlon, Lawrence Abbott

Notetaker: Nick

Action for next meeting: Nick to check out with Bill Policy Committee if we can support/take a position on State Initiatives. We are interested in following the Lyft Initiative.

Also Nick to report on Status of Transportation bills

10:30 Welcome & Introductions

MTC Action (Chris):

H

MTC taking on the region-wide transit funding issue lead. SV supports the idea, but doesn't support a 'progressive funding source' (such as wealth tax), given their special interests.

This 'scarce transit funding' issue is back in the spotlight after Manchin + Repubs scuttled the BBB reconciliation bill, which would have provided significant funding nationally.

Transit—what to do?

All transit will fall off a cliff financially in 2023—9% of ridership in AC Transit Transbay; 28% of former number of employees (are the other 72% working from home?), people are driving everywhere in the suburbs; BART is about $\frac{1}{3}$ - $\frac{1}{2}$ in transbay ridership; congestion on the bridge is back to 2019 level

Elena mentioned that DSA is pushing for free SF Muni transit rides. This is very problematic given the funding shortfalls predicted in 2023.

Report on June 23rd CARB Scoping meeting (Jack)

Jack added this pic - mural-painting at the CARB offices:



Jack shared a video from the event - Youth vs Apocalypse demonstration during the Hearing.

350 noted that the 40% GHG reduction by 2030 will not be achieved based on the current Scoping Plan components (CCS, biomass, EVs). Scoping Plan assumptions and calculations are not transparent, so cannot determine where the disconnect exists.

Dan Sperling has been unresponsive re: constructive discussions with 350 staff to address the concerns with unrealistic assumptions by CARB's Scoping Plan contractor.

Sperling has pushed the disingenuous idea that 'Calif doesn't want to get too far out ahead of other States' re: GHG emission reductions.

Jack is hoping to set up future meetings (2023) with CARB, especially after the seemingly inevitable lack of substantial progress toward 2030 goals that will be evident.

EV Supply update (Elena)

Cartelligent gave an update to EV Gals on supply of EV's:

Could double EV adoption if inventory was not so low!

82% of car buyers are currently paying over MSRP; 63% of Cartelligent customers are paying over MSRPs. Factory shutdowns from COVID, Chip shortages, Ukraine on VW family of cars (Porsche, Audi, VW) disrupted supplies, Honda and Toyota affected by earthquake which hit a chip factory.

2nd quarter EV sales (from NY Times article)

<https://www.nytimes.com/2022/07/14/business/electric-car-sales.html>

Vehicles that run on batteries accounted for 5.6 percent of new-car sales from April through June, still a small slice of the market but twice the share a year ago, according to Cox Automotive, an industry consulting firm. Overall, new-car sales declined 20 percent.

While electric vehicle sales in the United States are growing fast, Europe and China remain far ahead. Battery-powered vehicles account for more than 10 percent of new cars sold in Europe and around 20 percent in China. Government quotas and subsidies play a large role, but there is also a greater selection of lower-priced models.

From the CEC

CA sales for 2022 thru June = 16.45% vs. 12.4% in 2021 and 7.8% in 2020. [\(CEC\)](#)

Lyft Ballot measure

Lyft has plowed more than \$8 million into qualifying a measure for the November ballot that would hike taxes on Californians earning more than \$2 million a year, [the San Francisco Chronicle reports](#). Under [the proposed initiative](#) — also backed by various labor and environmental groups — the money would be used for funding rebates and other incentives for buying electric cars (45%), developing electric-vehicle infrastructure such as charging stations (35%), and preventing and suppressing wildfires (20%). Incidentally, state law requires Lyft and Uber drivers [to log 90% of California miles in electric vehicles](#) by 2030.

Muni Uber Deal Action (Sara)

San Francisco Municipal Transit Agency (SFMTA) recently legislated a pilot Taxi Upfront Fare Pilot Program that enables Uber to get a cut of local cab fares. Now they want to make it permanent, last week, thanks to opposition from you and other climate activists, SFMTA's Citizens Advisory Council passed a resolution against it, but now we need SFMTA to act. Otherwise, the program could launch any day.

San Franciscans especially are asked to send an [email](#) to the SFMTA Board of Directors at MTABoard@sfmta.com Members are asked to email or call 415.646.4470.

National Railroad strike (Sara)

The threatened strike is in a sort of arbitration now, but the article also mentioned a plan for nationwide rail electrification & I read the linked article from a group called Solutionary Rail discussing resistance from coal-hauling private rail companies (which is all of them) and proposing a **Steel Interstate Development Authority, or SIDA**, to raise funds from private markets and federal loan funds as provided by the Transportation

Infrastructure Finance and Innovation Act (TIFIA), issuing tax-exempt bonds to fund the entire project, negotiating rights of way, and overseeing construction and operations.

https://www.solutionaryrail.org/sida_rb6

The situation & proposal are discussed in an interesting paper at

https://d3n8a8pro7vhmx.cloudfront.net/backbonecampaign/pages/4713/attachments/original/1581960082/2030MotionshotModeshift_20200217.pdf?1581960082

The paper seemed to assume that powering electrical cables (above/under the train tracks) nationwide with electricity would not be hampered by energy diminution over the distances involved (possibly they assume RE generated along the way would take care of it). There is a suggestion that the charging lines could help distribute RE around the nation as needed.

[Salton Sea lithium](#) (Jack) – article linked

Jack sent a letter to the community at the Salton Sea - encouraging the community to push for local benefits if the project goes forward.

Enough lithium to power the entire US (future) fleet of EVs is projected from Salton Sea reserves.

City Reports

Fremont - Jennifer → ACE Commuter train (Stockton to SJ) may be expanding into Union City.

San Leandro - Mahlon and Lawrence → city newsletter re: climate-friendly concepts for residents
Mahlon will provide an email to the group re: his exploits!

Richmond - Bill → Richmond greenway/parkway upgrade (new park) in the works. Links to El Cerrito/Berkeley

Oakland - Jack → [Oakland EJ survey](#)

Sunday, June 19, 2022 10:30 -noon

Present: Jennifer, Jack, Chris, Sara, Laura, Bill, Elena

Notetaker:

10:30 Welcome & Introductions

Feedback on walk & rides

Chris—went well Oakland walk

Jennifer—East Bay ride went well; good lunch;

Elena—cold/rainy crossing GG Bridge in SF

Bill—didn't kill anyone on the Bay Trail; lots of Richmond sites; should be an annual event

Laura—definitely next year; circle the Bay path; everything ran late

Collect action items for transportation; also Berkeley/Oakland actions

June 9 rally-report back (Jack)



June 23 rally

Stand Up for #OurClimateFuture at the California Air Resources Board Meeting

Thursday, June 23, 2022 • 8:30 AM

California Air Resources Board • 1001 I St, Sacramento

The draft Scoping Plan is a huge step backward for California, doubling down on fossil fuel infrastructure instead of phasing out fossil fuels. It allows for a massive expansion of dirty gas-fired power plants and calls for billions in public subsidies for risky, ineffective carbon capture and storage technology that extends the life of oil refineries.

Schedule:

1. **Arrive at 6:45 AM for free buses leaving 7 AM from the Laney College Parking Lot, 510 Fallon Street in Oakland—a block from the Lake Merrit BART station.** They'll be at 65% capacity for COVID-safe social distancing. Please wear masks! *Register [here](#) by Monday, June 20.*
2. **8:30 AM:** Gather outside of the California EPA Building at 1001 I Street, Sacramento. Sign up to testify before heading into the 9 AM CARB Board Meeting in the Byron Sher Auditorium.
3. **12 PM:** We will be Rallying for Our Climate Futures at the corner of 10th and I street (outside the building/courtyard) with speakers and a collective art mural.
4. [How to make verbal comments](#)

MTC Transit oriented communities—do we have someone who will take this on? Laura has been doing it. Sara is interested.

CEC and Caltrans meeting on Federal Money for Charging report (Elena)
\$383M from Feds with 20% local match (probably only private companies)
Along 'Alternate Fuel Corridors' which seem to be main arteries. Each station will have at least 4 DC Fast Chargers (CCS ports), 150kW

Chargepoint has been unreliable with AC Transit—especially when warranty expires
Should chargers be public utilities? A public good company? How do we ensure accountability to the public good? Need to have a consortium of users to document the problems

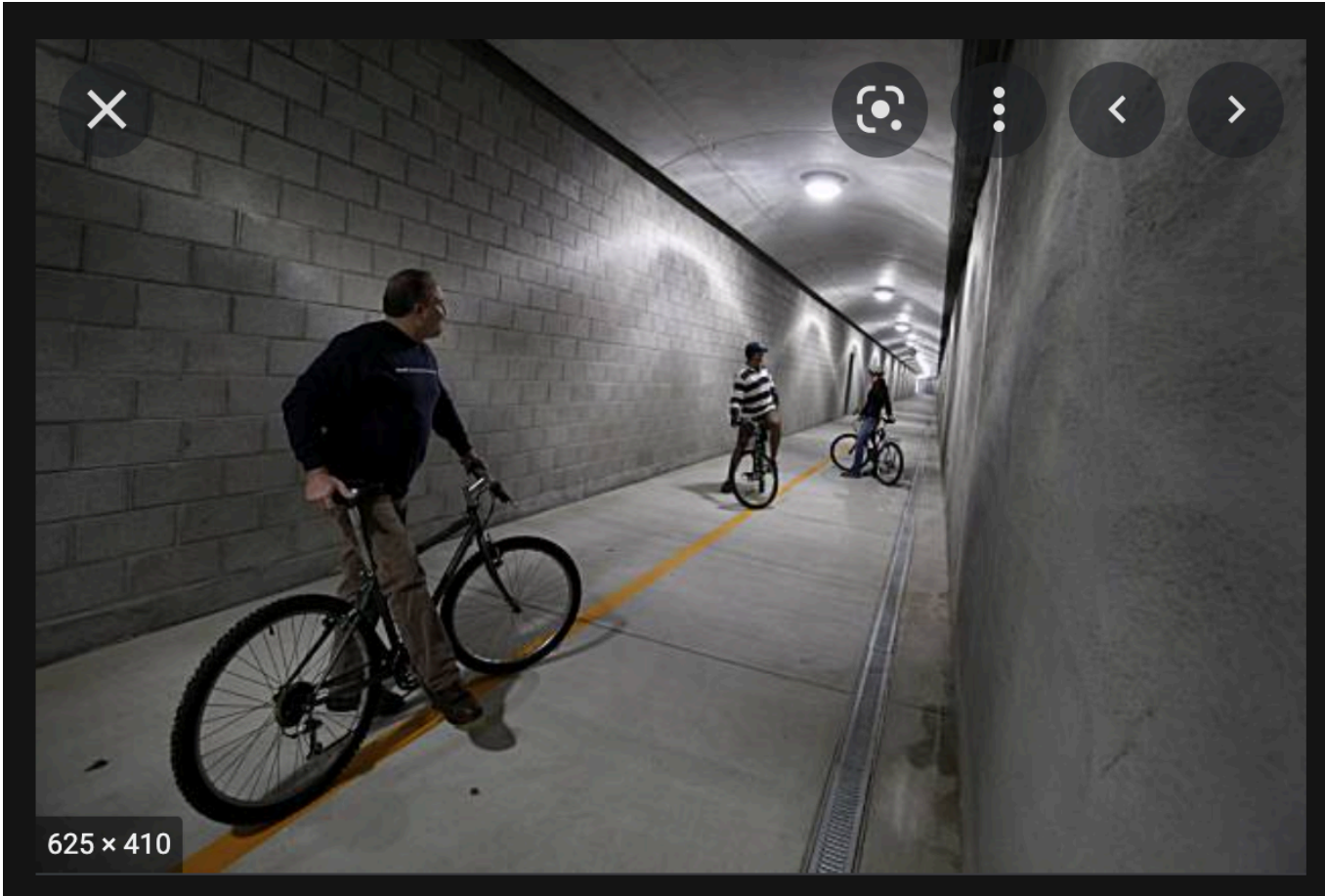
June 4 Oakland Walk



June 11 East Bay bike ride



June 12 3 bridge crossings



June 23 Scoping Plan rally – buses

For discussion: [sign-on letter](#) in support of **Lithium Excise Tax per Metric Ton Based on a Non-Adjustable Flat Rate & Community Development Proposals**

California EPA truck waiver–[details here](#) August 2 written comments

All transit will fall off a cliff in 2023–9% of ridership in Transbay; 28% of former number of employees (are the other 72% working from home?), people are driving everywhere in the suburbs; BART is about $\frac{1}{3}$ - $\frac{1}{2}$ in transbay ridership; congestion on the bridge is back to 2019 level

City Reports:

San Francisco transit measure did not pass (got 65%); could be revised? Sales tax for transportation is on Nov ballot. 2023 may have another transit measure;

regional measure in 2024–Voices for Public Transportation; Megameasure and Silicon Valley want sales tax for mostly rail; funding is a big issue–progressive vs. regressive tax

A's stadium is mostly a luxury condominium plan—\$12 billion

Sunday, May 22, 2022 10:30-noon

Present: Sara, Jack, Elena, Mahlon, Jennifer, Mary Ann Furda, Nick, Chris, Bill Pinkham, Lawrence Abbott

Notetaker:

10:30 Welcome & Introductions

Our DC Fast Charger study Front page SF Chronicle! “More than 25% of car charging stations broken.”
[link](#)

And now we are getting pushback from Electrify America , they are trying to smear the study, say it was wrong. Etc.

[Dan Walters article](#) [Jack's response](#)

City of SF's Mayor is suggesting this legislation. Comments from anyone?

Mayor Breed's Cars to Casas Ordinance will:

1. Relax density on lots with auto-oriented uses that permit housing, but do not currently have any residential use. Parcels where the last permitted use was an auto-oriented use but has since been abandoned are also be eligible
 - a. This includes parking lots, parking garages, or “automotive service stations” including gas stations, and accessory parking lots.
 - b. The density will be relaxed on these parcels so that any lot in an RH District will be allowed up to 4 units as a principally permitted use.
 - c. In other zoning districts, eligible lots will see their density be regulated by permitted height and bulk, required setbacks, exposure, design standards etc. to maximize “real” allowable density. For example, if an existing

parking lot has a maximum height of 70 feet, but is only zoned for 1 unit of housing, this legislation would allow the density to be whatever is actually possible within that 70-foot height limit instead of the existing artificial density. This ordinance does not change any height limits.

2. Eliminate the existing Conditional Use requirement to change the use of an automotive service station to a different use. This will reduce time and bureaucracy making these projects more feasible.

June 4 events–Chris Peeples See below Oakland walk–Lake Merritt BART to Lake Merritt. Chris will talk about Zero Emissions Buses. There will be a bus there at the end of the walk.

ZEV 2030-[Action Network link](#) 335 letters sent from 350BA and 500+ from 350 Silicon Valley

June 9 rally – [CBD tweet](#) [RSVP for rally](#)

Scoping Plan-Rally on June 23 – Sierra Club lead–mark calendars

[Bike/Walk events](#) [sign up here to join one of the events or sponsor a rider/walker](#)

AB1713 - Idaho stops to be implemented in California–up for a vote

CVRP Rebate changes–CARB workshop on the EV Rebate program. Because CVRP runs out of money most years, they have been changing the parameters of the rebates to try to make the money last longer. They lowered income caps, hoping that more low income folks would take advantage of the rebates. They lowered the cost of cars that can qualify for the rebates. Tesla no longer qualifies, because it is above the cost cap. The amount of rebates went down 59%, The Program designers are considering not implementing further phases of changes such as further income cap reductions, hybrid ineligibility because of current surplus in rebates.

Used cars need rebates–more discussion next meeting

City Reports

Richmond – Bike to Anywhere day had a lot of bike riders; 23rd Street overpass is coming along

San Francisco–Prop A June 7–Muni reliability & street safety bond needs $\frac{2}{3}$ to pass

Fremont–protected intersection at Osgood; some issues with free right turns

Sunday, April 24, 2022 10:30-noon

10:30 Welcome & Introductions

Hari, Jack, Elena, Nick, Mahlon, Pat, Jennifer, Laura, Bill, Laura, Sara

[Support letter](#) for [SB 917](#) (Sen. Josh Becker), the Seamless Transit Transformation Act

This bill would require transit agencies in the region to work together to develop an integrated transit fare structure, create a Connected Network Plan to support schedule coordination and service standards, and develop a single regional transit map and standardized wayfinding system. The first legislative hearing for SB 917 is April 26. (refer to [Fact sheet](#))

Seamless is gathering letters in support.

Hari showed us the toolkit they made in support of this bill.

Call in for SB1482. **It will be heard next in the Senate Transportation Committee on Tuesday, April 26.** As a reminder, this bill ensures equitable access to EV charging for residents of ALL new multifamily housing with parking. Please [sign up to call in](#) with a 20-second “Me, too” in support of our bill during the Senate Transportation Hearing on April 26. Individuals *and* organizations are invited to call in. Everyone who signs up will receive updated information about expected timing for when the committee will hear SB1482..[Fact sheet](#)

Report on other legislation

AB 1230–streamlining incentives/credits for EVs (one shop stop)

AB2816 Coltura bill – target ZEV incentives to high mileage users

AB2438–CAPTI alignment with transportation plans–this bill still in formation. Green Cal has a sign on letter. State Transportation funding is to be aligned with State Climate Plan.

AB2061–Reliability for Ev charging (this is supported by Leg committee)

[Oakland ZEV plan](#)

The plan states:

Oakland has committed not only to a zero-emission transportation system by 2040, but also to eliminating the use of natural gas in all buildings by 2040. These transitions are intertwined. To get there, the City will need to harness and accelerate existing market trends. Along the way, it must work to ensure a skilled, stable, and fairly compensated local workforce.

This is news to me—Jack, but, if true, that would be great. Jack comments that the ZEV study is pretty cautious. The goals are below what we need to meet our State goals.

[List of action items in the ZEV plan](#)

Zero Emission Vehicles 2030 hearing and demonstration in Sacramento on June 9—heads up, details next month; Be Heard Actions— CARB sets regulations for 17 states—40% of all vehicles. Clean Air plan is every 10 years, so this is a big opportunity

[Diesel free neighborhoods](#)

- Getting school buses and transit buses to ZEV
 - Air quality, including indoor impacts from diesel pollution
- This will be an ongoing agenda.

Charger reliability study—preprint report.

All public DC Fast Chargers in the Bay Area were tested: 800 plugs tested at 187 charging stations. Here are preliminary numbers. Link to study:

<https://arxiv.org/abs/2203.16372>

Reliable

- 53% charged for 2-minutes
- 16% occupied by EV and charging
- 69%
- 3% occupied by EV and not charging
- 1% occupied by non-EV

Unreliable

- 11% unable to charge - other
- 7% unable to charge - payment problem
- 4% unable to charge - cord would not reach
- 4% unable to charge - screen unresponsive
- 1% unable to charge - broken plug

27%

City Reports

Jennifer: **Fremont** Earth Day, saw that Fremont PD has a Tesla Model Y. And they like it better than the Model S. Niles Stroll and Roll, block off a chunk of 84 for walkers and cyclists can have it to themselves for a few hours.

Bill: Bike to Work Day , May 20th. (or Bike to Wherever Day!) **Richmond** Greenway has a gap in it at 23rd because originally there was not the money to put in a bridge. There was a design team that picked a design, but now it needs to be funded. It will make it possible to go Ohlone Greenway to Richmond Greenway to Point Richmond through the tunnel to Miller Park.

Mahlon: reported upon Harvest Thermal for 15,000BTU unit (heat pump) for hot water and heating air, which will supplant 54,000BTU furnace. Mahlon questioned was this adequate? And they said it was, and they think it will work. \$40,000 project

Sara: We will have some kind of MUNI bond on the ballot. It will be City funded. But concerns about it fixing streets as well.

[Road to a livable climate](#)—bike/walk events June 4 & 5 and 11 & 12

INFO RE: **100% ZEV sales by 2030 - CARB draft regulation**

Jason from Center for Biological Diversity (CBD) recently moderated a Clean Car Coalition Zoom call re: CARB's draft regulation based on Gov Newsom's '100% ZEV sales by 2035' Exec Order [N-79-20](#)

The consensus on the call was that the draft regulation targets are not sufficiently aggressive in three key areas:

- 100% ZEV sales target date needs to be accelerated from 2035 to 2030. So far, CARB has been open to discussing the option of 2032, but nothing sooner.
- ICEV GHG emission reduction targets were intentionally excluded from this draft regulation. CARB plans to address ICEV emission reductions in a separate regulation instead.
- Equity component is currently based on indirect automaker credits and tradeoffs (deemed ineffective by the automakers CBD interviewed) -- instead of direct assistance to disadvantaged consumers

CBD/partners recently funded an LA Times ad, intended to pressure CARB on the above targets/goals:

From: Jason Pfeifle <JPfeifle@biologicaldiversity.org>

Date: Fri, Apr 15, 2022 at 11:28 AM

Subject: PLZ AMPLIFY: LA Times Ad Urges CARB to Ramp Up Clean Car Rules

I'm emailing with an update on the push for 100% electric vehicles in California. On Tuesday the Air Resources Board (CARB) [released](#) a clean cars proposal that falls short of the action we need. In response, we've placed a [full-page ad](#) in today's LA Times pressuring CARB to reach 100% electric vehicle sales by 2030, slash pollution from new gas-powered cars and trucks, and adopt mandatory equity provisions for vulnerable communities.

*Can you help amplify the LA Times ad? **You can find sample tweets, Facebook posts and graphics [HERE](#).***

Ad co-sponsors: Center for Biological Diversity, Greenlining Institute, Let's Green CA, EV Hybrid Noire and California Nurses for Environmental Health and Justice.

Here is the link to the Agenda/Minutes from today's Clean Car Coalition call:

<https://docs.google.com/document/d/1wuQAvd27OIE-ug2h61CW4CDFPwPXjRfda5e1msxsSdg/edit>

Item # 4 is excerpted below

4. Engagement opportunities

a. Key moments

- i. CARB taking written comments until May 31
- ii. Hearing on June 9 à in-person (Sacramento)
- iii. Final vote in August

b. Ways to engage

1. Ask your supporters to submit written comments to CARB by May 31
 2. Petition toolkit [HERE](#)
 3. Testifying in-person at Capitol hearing June 9
 4. Work with us (CBD) on organizational sign-on letter
- In the yellow-highlight link above, there are pre-formatted Tweets and Facebook posts that are ready to be copy/pasted.
 - In the green highlight link above, CBD provides access to the CARB public comment portal, plus a comment text template (as well as an email alert script).

Sunday, March 20, 2022 10:30-noon

10:30 Welcome & Introductions

10:40 Transit Oriented Communities – Laura Neish

Targeted ask–require funding grants from federal moneys that MTC distributes communities must have a brief work plan to implement TOC policies in Plan Bay Area;

–are there any models–e.g. Oakland San Francisco Berkeley??

–contact ABAG exec committee–

–March 23rd–MTC meeting–need talking points–aiming to influence MTC policy on July 27th

Final TOC policy approval meeting

–trying to get MTC to add some teeth to their policies

–SPUR, Transform, Streets for the People, –equitable access

–eliminate parking minimums

–production, preserving, protecting–housing / anti-displacement

–remove CEQA requirements – ?? – could be problematic

11:00 [Sign-on letter to replace dirty diesel trucks](#)

In response to advocacy by many of us, CARB has included in its Draft 2022 State Strategy for the State Implementation Plan (the state's legally required master plan to deliver healthy air) a measure to turn over dirty diesel trucks and replace them with zero-emission trucks. It's on pp. 48-51, Zero Emissions Trucks Measure.

https://ww2.arb.ca.gov/sites/default/files/2022-01/Draft_2022_State_SIP_Strategy.pdf

Plus a [follow up letter from Earth Justice](#) specifically calling for the replacement trucks to be ZEV

Diesel Free Neighborhoods panel at 10 AM, March 26—[register here](#)

Paul English—Epidemiologist

Ms. Margaret Gordon—West Oakland activist

Chris Peeples – AC Transit

Speaker from CARB

Possible speaker from Stand.earth

Question about shipping—what % is fossil fuels

Can we do more shipping by rail? Can we electrify rail?

11:10 [Sign up here for a workshop on the clean air & clean cars proposed ballot measure](#)

See flier below:

CLEAN CARS AND CLEAN AIR ACT

Virtual Town Hall • March 23, 12-1pm

Join us for a virtual town hall, where EnviroVoters will present on the Clean Cars and Clean Air Act and answer questions from interested parties.

The Clean Cars and Clean Air Act will be on the November 2022 ballot and will reduce emissions through public investments in:

- The electrification of CA's passenger & MHD vehicles
- Charging and fueling infrastructure
- Wildfire prevention.



DATE:
WEDNESDAY,
MARCH 23, 2022

TIME: 12:00 TO
1:00 PM

Register HERE

HOSTED BY



11: 20 Legislation

[SB 1482–EV charging](#) requires 100% of units with a parking space have charging in at least one space.

[SB1230](#) – bundles EV rebates; promotes EV charging, especially in low income communities [fact sheet](#)

		with state plans.	must align with CAPTI Fact Sheet AB 2438
		ity standards + nity financial	funding for low-income communities. 1) Requires operat ree to meet reliability standards to be developed by Ener assistance for usage instances re: such fueling stations Could be strengthened to include accountability/complian ssion to - e.g., Monitor owner compliance with reporting , AB 2061, but with equity component added
		cl. bicycle es proposals	ally supported last year (but was vetoed by Gov. Newsom st the Governor this time? Maybe we should do a paired ites that MPOs have made no progress in 10 years re: G been GHG increase. Hard to imagine the Bill's vague "co ier assessment" will be effective/efficient? Bill also autho ties impeding the GHG reduction targets', however <i>when</i> <i>components to assure compliance and timeliness?</i> . Fact
		rastructure	SB 2061 . Establishes charging station reliability reporting of that data, along with considerations of consumer confid accountability/compliance statement requiring Energy Cor with reporting , Enforce offline charger repair. Also, June TO AB 2703 - without the Equity/Justice component
		n for all CA public	this has big implications beyond climate, but regardless this would effectively be a huge new mass transit program
			o be ZEVs. Draft Fact Sheet SB 1010 Research Form
			f high rates of pollution and poverty. This is potentially qu out it!

				t new projects conduct an analysis of VMT impact limit SB 743 requirements to urban/transit priorit to be developed. CBIA sponsoring the bill. Bill s, emphasizing GHG only, rather than VMT. LOS nullify SB 743--takes away VMT metrics.
				t revenue to agencies, but this would require an
			gram	analyze how ZEV incentives are being used effec mission cuts by identifying incentives which reach y Coltura. more about the bill

			celerates ZEV	the Romero Institute - came to us via CA GND
--	--	--	---------------	--

11:45—City Reports

Fremont—construction at Irvington BART station south of Fremont station. Protected bike intersection.

Richmond—BART advisory task force; redistricting; may revive project at BART;

Need bridge for Richmond Greenway; TDA funding for bay trail / protected bike

Lane on Cutting Blvd.

San Francisco—bond measure to fund Muni infrastructure;

Subway construction (may have sea level problems)

Rescue Muni will have a debate on the measure

SFMTA is considered a revenue department (parking fees)

Environment Dept also a revenue department—needs to write grants

Support from SF Yimby

JFK drive may be bike/ped only at all times? Maybe a bus lane? In process.

Disabled access

Mahlon is getting Harvest Thermal heating for space and water sometime this summer.

11:55 Announcements:

[CARB light duty vehicle workshop March 30](#)

staff will discuss the definition of a sustainable and ZEV market and an equitable transition to ZEVs

PG&E, GM initiative will pilot use of electric vehicles to power homes in Northern California

<https://www.utilitydive.com/news/pge-gm-initiative-will-pilot-use-of-electric-vehicles-to-power-homes-in-n/619959>

Advanced Clean Fleet coalition—webinar on March 24 The Coalition will also be offering a zoom webinar on March 24, from noon-1pm, for legislators and their staffs. Here is the registration link ([details here](#)):

https://us02web.zoom.us/webinar/register/WN_wcPFq7avQumDupSuoxDaYw

“Road to a livable Climate”—more than five bike walk events being planned!--[East Bay planning meeting is tonight at 7 pm](#)

Sunday, Feb 20, 2022 10:30-noon

Present: Jack, Jennifer, Chris, Mahlon, Polly, Bill, Kathy, Elena, Nick, Laura, Sara, Lawrence A, Aaron Reaven (few minutes), Hari

Notetaker:

Discussion

Road to 350 / Tour de Bay Area bike/walk/paddle fundraiser



Funding for transit—sign on letters:

Charge Ahead Ca [budget letter](#) (clean cars for all and ZEV trucks)

MoveOn LA/TransForm Transit Operations [budget letter](#)

Resource: Move LA [Webinar](#) on where fed infrastructure will go and how (Feb 16)

State Budget–6 billion for EVs: plus \$5 billion (~ \$750 million to CA) over 5 years in Biden’s infrastructure plan for EV infrastructure on US highways.

AB 32 Scoping Plan Update (CARB and state agencies):
<https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-worksheets>

Volunteers: DC Fast Charge reliability study

ZEV 2030 status report

Discussion of [Surface Transportation Block Grant Program in Infrastructure](#)
[Bipartisan Infrastructure Law Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects](#)

		Millions)		
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Zero-Emission Vehicle Investments

(Dollars in Millions)

Investment Category	Program	2021 ZEV Package Multi-Year Investment	2022 ZEV Package Multi-Year Investment	ZEV Package Totals
Passenger Vehicles	Clean Vehicle Rebate Project	\$525	\$0	\$525
	Clean Cars 4 All & Other Equity Projects	\$400	\$256	\$656
	ZEV Fueling Infrastructure Grants	\$300	\$600	\$900
	Equitable At-home Charging	\$0	\$300	\$300
Big ZEVs	Drayage Trucks & Infrastructure	\$470	\$475	\$945
	Drayage Trucks & Infrastructure Pilot Project	\$65	\$0	\$65
	Transit Buses & Infrastructure	\$290	\$460	\$750
	School Buses & Infrastructure	\$450	\$1,500	\$1,950
	Clean Trucks, Buses and Off-Road Equipment	\$700	\$1,100	\$1,800
	Ports	\$0	\$400	\$400
	Near-Zero Heavy Duty Trucks	\$45	\$0	\$45
Other	ZEV Consumer Awareness	\$5	\$0	\$5
	ZEV Manufacturing Grants	\$250	\$0	\$250
	Community-Based Plans, Projects and Support / Sustainable Community Strategies	\$0	\$419	\$419
	Emerging Opportunities	\$0	\$200	\$200
	Transportation Package ZEV	\$407	\$383	\$790
Totals		\$3,907	\$6,093	\$10,000

How do we lobby for how these funds are spent?

Diesel Free neighborhoods

- Fleets
- Transit
- UC Davis–technology
- school buses

Biofuel diesel

City Reports:

Fremont–Centerville residents opposed to road diet, but better bike lanes
Still being installed–raised bike lanes OK; more protected intersections going
In.

Bike to work day will happen

Richmond Ohlone Greenway—bridge designed, may be funded

Oakland EV plan coming out

SF—funding on the next few election ballots; SF Transportation Authority
Has funding but may sunset; citizen initiative

San Leandro—transit oriented development—10 year housing element—higher density
And more transit oriented with fewer parking spaces; will there be enough EV
Chargers. Bike/ped committee applications being accepted.

Sunday, January 16, 2022 10:30-noon

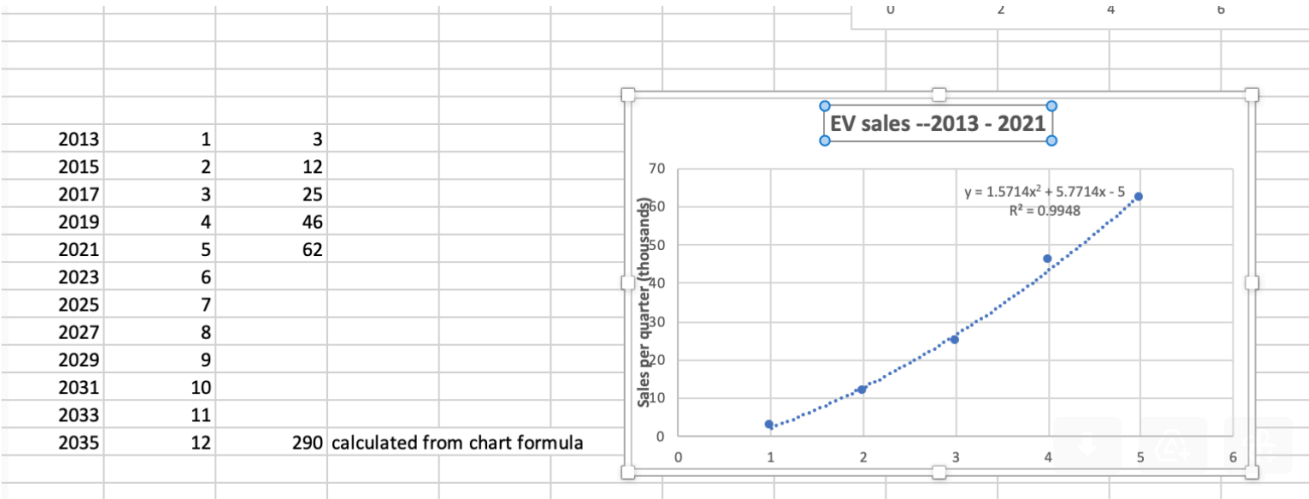
Present: Jack, Mark, Nick, Elena, Jennifer, Bill, Chris, Sara, David, Hari, Mahlon

Notetaker:

1. **SF Planning Code update** to allow EV Chargers 'by right' on land zoned for automotive usages. This should help to speed up the permissions needed for charger installation.
2. [**AB1218**](#)—formerly what we called a feebate bill—was heavily amended January 6, 2022. Phil Ting is now a co-sponsor. The bill is no longer a feebate bill. Instead it codifies the Executive Order to aim for 100% EV sales by 2035. And it empowers CARB to enact regulations to make this happen. So perhaps CARB could enact a feebate, if it could show that a feebate would be a necessary regulatory action.

I think it is good to support this, even though it falls short of our goal of a 2030 (or sooner) phase out date. I estimate that, at the current growth rate of CA EV sales (see graph below--data [source](#)), EVs will reach a little less than 60% of new car sales by 2035, so CARB will need to increase incentives to move faster. Ideally, we would just change the 2035 date in AB1218 to 2030, and we'd be good to go!

Note that AB1218 only deals with light duty cars and trucks (72% of transportation emissions), so we still have a long way to go to zero emission transportation--medium & heavy duty trucks, trains, planes, ships. tractors. . . . And it only deals with new car sales, so we will have to deal with all the gas cars still on the road for many years. But this is still a good bill to support.



3. Newsom Proposes Gas Tax Cut

Dear All:

This is a very bad idea and the Club should oppose it. Using general fund money to subsidize VMT.

-- Chris Peebles --

But the tax cut that will get the most attention is at the pump, where Californians are paying the [highest gas prices in the nation](#). California taxes gasoline at 51.1 cents per gallon. That tax is scheduled to increase on July 1 because of inflation.

Newsom wants to halt that increase, at least for this year. Doing so would cost the state about \$523 million in revenue for things like roads and bridges. But Newsom says the state can cover that loss with its surplus.

<https://www.yahoo.com/news/californias-newsom-wants-health-coverage-050112809.html>

4. Charging

Charging is becoming a top-of-mind issue, given that State and Federal money is going to be pouring in. People without home chargers are going to have difficulty charging. What are the solutions?

Jack and Elena to work on future meeting about charging, see if we can get some folks to talk about charging issues.

5. Using EVs as battery backup – [Greentech media article](#)

6. Electrification of Transportation and expanding the grid

Riverside water & power company pointed out that you have to get reliability and capacity under control. Lot of work to be done.

Trucks & tractors need charging immediately—can't spread the load

CARB will continue to work on this.(to be continued next week)

CARB has mandated 2009 and earlier trucks are banned in 2023—but no plan in place. Oakland has plan for short range trucks

Fuel cells have advantages for long haul heavy duty trucks; American class A fuel cell trucks are being tested—Hyundai will bring 30 trucks to Port of Oakland

Hydrogen cost is coming down, but batteries may be much more effective by that time.

Short range trucks can be converted now to electricity—150 mile limit now. Maybe some can do 300 miles

DOE earthshot to get 1 kg for \$1 by end of decade. AC transit pays 7.73 per kg; 300 miles for 37 kg. 1 kg of gasoline is about equivalent? \$5/kg would be equivalent to price of diesel today. 40% more mileage per energy unit by electric drive.

AC Transit has some routes between 150 and 200 miles. AC is doing a comparison of fuel cell and electric buses. Chris will send it around. Full report for Jan, 2023.

7. Governor's Budget

The governor proposed \$6.1 billion in new funds to help Californians ditch gasoline, including \$256 million in clean car rebates and other programs for low-income families, \$900 million to build electric vehicle chargers in low-income neighborhoods and \$419 million for “community-based transportation equity projects.” Those projects could include electric van pools for farmworkers, for instance, or infrastructure to support electric bikes or scooters — whatever local communities determine they most need.

Public schools would get \$1.5 billion for green transportation, which state officials estimate is enough to convert about one-third of the bus fleet to electric. Passenger rail is another big winner, with Newsom proposing \$4.2 billion for high-speed rail — aka the [bullet train](#) — and \$3.25 billion for other transit and train projects, with some of that money carved out for Southern California.

Half a billion dollars would go to “active transportation” projects that encourage walking and biking, along with \$100 million for pedestrian and bicycle safety. Another \$150 million would establish the Reconnecting Communities: Highways to

Boulevards pilot program to convert underutilized highways into “multi-modal corridors” that could include walking paths and affordable housing.

Do we want to weigh in with a letter of encouragement for more climate action? Should we coordinate response with 350 BA other teams?

\$286 B budget—22B for Climate. \$42B from federal infrastructure. Nancy Skinner, Phil Ting—revise in May. money for wildfires, 6.1B for clean transportation, rebates, school buses; off-shore wind; transition from fossil fuel jobs; methane reduction, advanced clean vehicles—TERF program;

8. Transit Equity Day

We're looking for someone to speak to the climate benefits of transit for the upcoming [Transit Equity Day](#) - Bay Area event(s) still being planned will likely be online. It will likely be on February 4 (Rosa Parks Day) or possibly Feb 5 since that is a Saturday. A few minutes with a few video bits and/or PowerPoints would be great.

9. Conversion for school buses—Mark

80 Class C diesel school buses to be converted at \$125,000, 230kwh battery, Allison transmission, million mile engine; could be a precedent for school districts here to sign on; stationary batteries can help stabilize the grid;

10. Hari legislation ideas—significant climate change legislation has not been passing in CA. offer to help legislators draft meaningful legislation. All major sectors. Transportation actions—vehicles and transit; if legislation fails, try Executive Orders or ballot measures.

City Reports:

Fremont: Centerville Complete Streets is meeting shortly, will review how the pilot program for bikes has gone. Jennifer thinks it is pretty good, but not finished yet.

Richmond: Bike path across Richmond Bridge is still a pilot, although has had 250K bike riders.

Threatened by Marin need for water pipe. There will be more signage on Bay Trail to make better interface, reminding riders of pedestrians.

Oakland: Telegraph protected bike lane, some people trying to get it removed. It has been beat back.

San Leandro: Proposal to have bike path, working on that

Alameda: CASA group, Cool City Challenge—trying to get grant money to create sustainable cities and electrification and wetlands restoration

SF: Talk about putting a Transit Measure on the Ballot

Sunday, December 19 10:30-noon

Present: Jack, Bill, Nick, Kathy, Elena, David Fung, Jennifer, Sara

Note taker:

[Clean Cars sign-on letter](#) plus [list of organizations who have signed on](#). Press conference soon to coincide with California return to control over its air quality standards.

Related campaign also calling for all electric vehicle by 2030: [Let's Green Ca](#) Campaign - another new campaign to electrify Ca's transportation system by 2030 by the Romero Institute (Kathy). They have written bill to do this and are working with some legislators.

Involved: Jon Conway, Dolores Huerta; Heidi Harmon (former mayor of San Luis Obispo)

Transit Equity Day/Rosa Parks Birthday - Feb 4 4th or 5th . Organized by Labor Network for Sustainability, 350BA (mainly SF and EB), Sierra Club, DSA, transit worker unions, Voices for Public Transit, genesis (faith based equity and transit group), Disabled and SF Transit Riders Union, SF taxi drivers union, etc. Planning events around Feb 4-5 in East Bay and SF. More details to come

Advanced Clean Fleets (Nick Ratto)

CARB statement: "CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. The initial focus would be on high-priority fleets with vehicles that are suitable for early electrification, their subhauleders, and entities that hire them. The goal of this effort is to accelerate the number of medium and heavy-duty zero-emission vehicle purchases to achieve a full transition to zero-emission vehicles in California as soon as possible"

Link to entire ACF workshop recording , and link to EMFAC ('Emission Factor'):

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events>

<https://arb.ca.gov/emfac/>

Q&A: *This measure is not intended to cover all trucks – future regulations will address.*

Renewable diesel is not addressed – but CARB recognizes its importance

Given the ramp-up of charging stations required, Initially, 'last mile' drayage trucks will be the focus re: conversion to ZEV as opposed to long haul trucks/tractors.

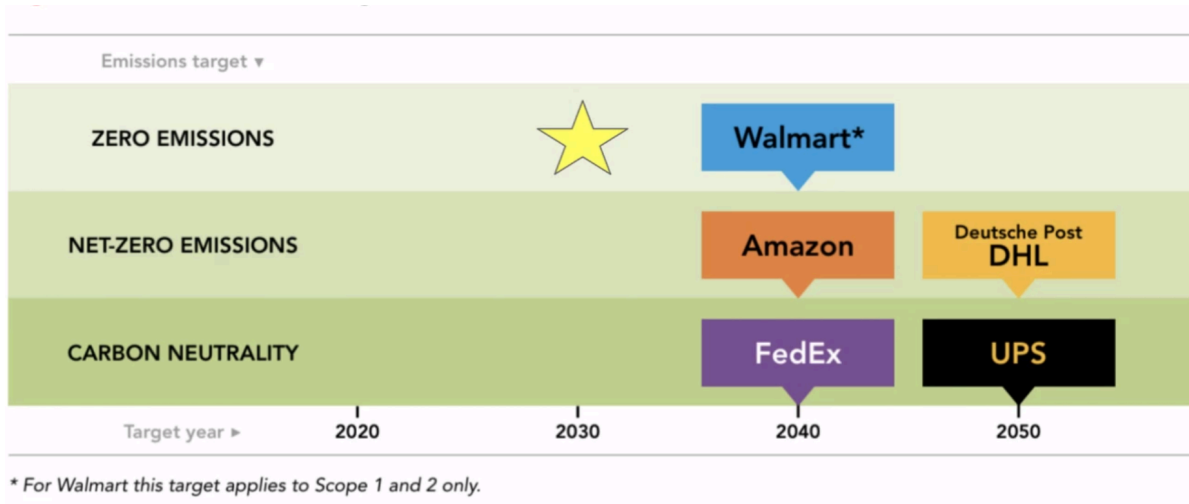
CARB believes fleets will be installing their own infrastructure – then public infrastructure will be phased in. Four upcoming CARB workgroups are planned for infrastructure

Request was made for a CARB technical document enumerating assumptions and take public comment before finalizing models/regulations.

CARB (Craig) responded positively to a request for a set of more 'lay language overview' guidance docs re: ACF model assumptions, etc. This would demystify the technical side of modeling assessments.

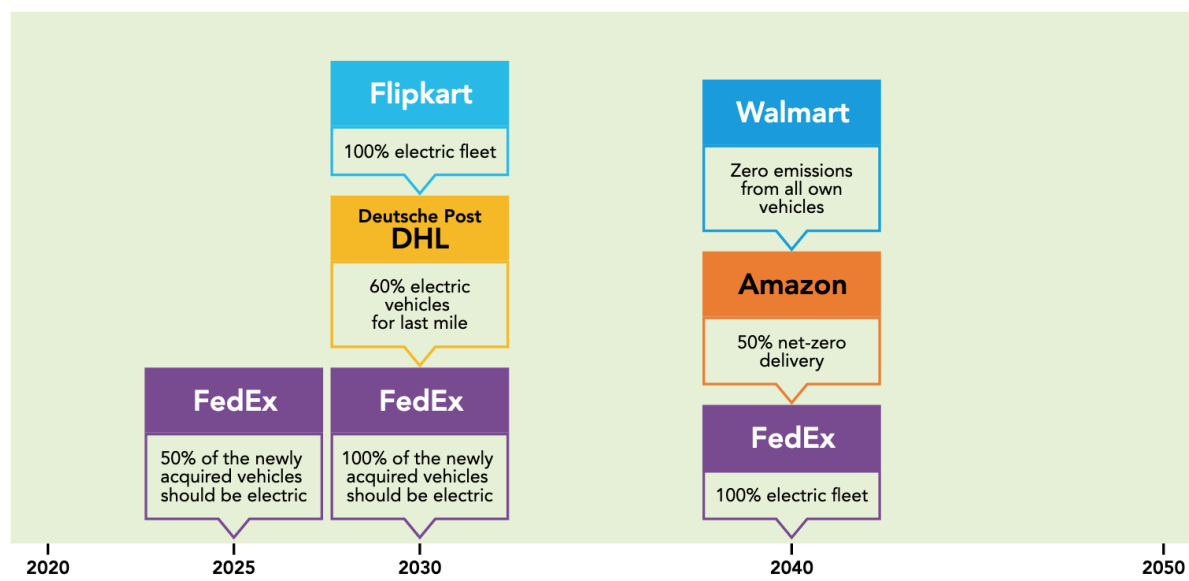
****NOTE:** Kathy Dervin has additional information re: coalitions that are monitoring the fleet conversion - and we can participate in and leverage these coalitions in order to keep up with progress in this area - and work together to advance toward 100% ZEV .

Stand.earth Webinar (Jack) – [Report on Delivery Vehicles](#)



“Although all six companies demonstrate awareness of the environmental impact of last-mile deliveries and have set targets to reduce their emissions, all companies need to substantially accelerate their efforts to achieve their fleets’ electrification and emissions targets. They have generally failed to formulate goals that are sufficiently ambitious and do not provide clear and accessible data on current progress and the measures they are taking.”

Figure 5 Fleet-related emissions targets⁴²

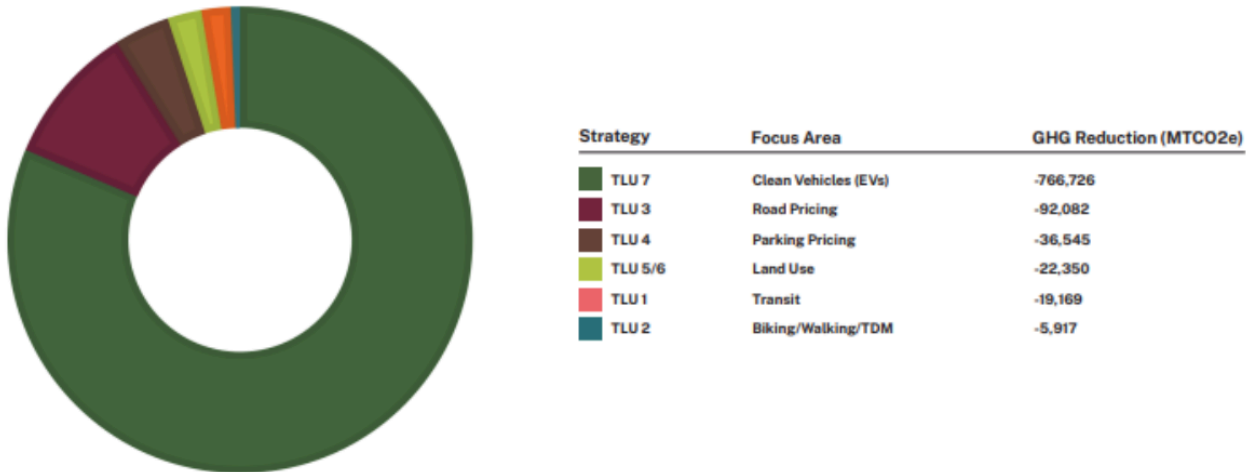


In this year's legislative session there were several bills trying to deal with misclassification of truckers (as independent contractors when they should be employees) which is a rampant problem in Ca, esp around ports.

<https://sd33.senate.ca.gov/news/2021-04-29-streetsblog-cal-trio-bills-seeks-prevent-california-truck-drivers-being-exploited>

SF updated Climate Action Plan -Transportation (Elena)

FIGURE 19: 2050 GHG REDUCTION POTENTIAL PATHWAYS (MTCO2E) BY FOCUS AREA FOR THE TRANSPORTATION AND LAND USE SECTOR⁴¹



TLU7 Increase adoption of ZEV's

TLU3 Develop pricing of mobility that reflects carbon cost and efficiency (e.g congestion pricing)

TLU4 Increase cost and reduce supply of parking

TLU 5,6 Housing along transit corridors, increase density

TLU 1 Build fast and reliable transit system

TLU 2 Create complete and connected active transp. Network (walking, biking, etc)

Electrification of Existing Buildings and EV's (Elena)

Leg Team and Transportation Issues–Liaison needed (Jack)

- AB1218 (Mullin is running for Jackie Speir's congressional seat)
- SB 551

State budget requests and surplus (Kathy)

- Restore \$2 billion for active transportation programs (which was linked to High Speed Rail and fell apart at the end of last session)
- Last year had \$15 billion for "climate" and \$3.8 B for various transportation projects

Report: Mtg with Buffy Wicks' staff (Ales Lee) –[six legislative ideas](#) (Jack)

Possibly hold hearings on accelerating EV adoption.

Voices for Public Transit is doing meetings with Bay Area legislators on public transit needs, worker hazard pay (Covid) & Regional Transit measure for 23-24 (Sara and Kathy are participating)

Funding for transit from Federal Gov't is blocked due to dispute on pensions. Chris thinks the block may be blocked

Citizen's Redistricting Commission - crazy process, boundaries being reset for assembly, senate and congressional districts. To be announced Dec 23 and finalized Dec 27.

Oakland airport expansion EIR – There is a group working on this; any volunteers from our group to join them? Airbus is designing a long-distance airline that can run on hydrogen. Small plane designs also in the work. Ground work could be electrified.

City reports:

Richmond: Bike path on Richmond San Rafael bridge. Marin wants to bring water in from E Bay, and that would ruin the bike path. If not enough bike traffic, this path will go away. Levin terminal near Pt Richmond, ships petcoke and coal. Richmond City Council voted to prevent the terminal from shipping, goes into effect 2026.

Fremont: Seems to be more bike traffic since protected intersections went in. Plans for other bike lanes may be in the works.

Berkeley: American Rescue Act (first Biden Stimulus) money still to be spent. Berkeley has some ideas—free AC transit on Sunday, also building electrification. Ask your City Council about it.

Alameda: Cool Cities Challenge is a way for cities to get some money for Climate initiatives.

Sunday, Nov 21, 2021 - Meeting cancelled due to people being out of town

Sunday, October 17, 2021 10:30-Noon

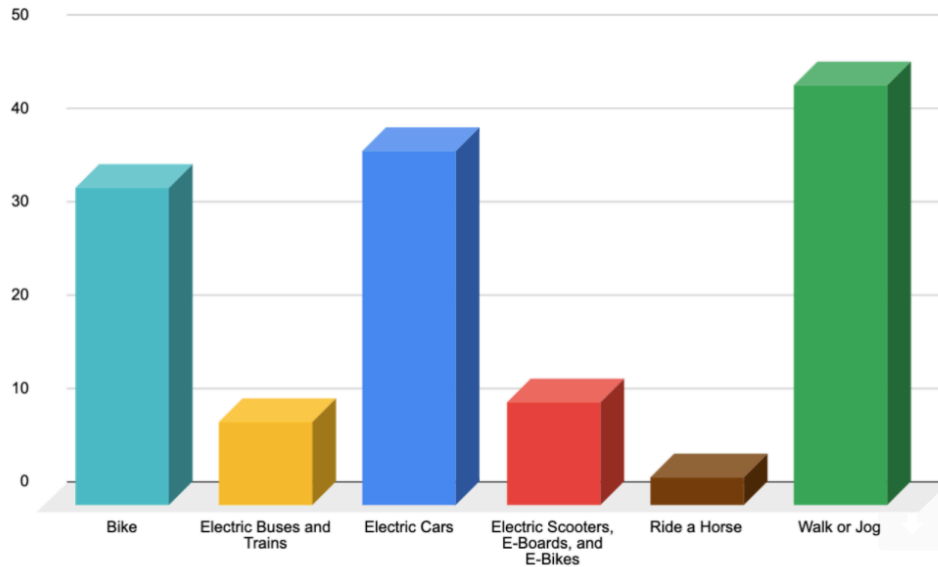
Attendees: Jennifer, Nick Ratto, Jack, Elena, Bill P, Sara, Mark Roest, Chris P.

Note taker:

WE DID IT!



This community raised \$100,000 in 50 hours!! Celebrate and [watch the confetti fall here](#). Here's the tally of what people voted for as their favorite fossil free transportation:



EV Ride and Drives and Showcases-report (Jack, Elena)

Report on SF, Alameda, San Jose and Berkeley events

No new gas stations/pumps (Jack) charging stations??

SF,--Jack talked to Gordon Mar, Berkeley--Kate Harrison in Berkeley, Oakland

Are gas stations the best place for Level 1 and Level 2 ?

Pacific Coast Electric Highway--CARB and Utilities are putting in a heavy duty vehicle charging network. Mexican border to Canadian border.

Discussion of various charging updates: Tesla is opening up their network to other brands of auto. Volta is the free chargers at Malls.

Transit Equity Day--February, 2022--(Sara)

This will be in February, around Rosa Parks's birthday. Labor Network for Solidarity is hosting. This year the idea is to have many events in various cities, with online pre-event publicity and day-of support. Groups involved in planning

include 350BA, NAACP, Sierra Club, transit support agencies in cities such as Atlanta, Pittsburgh, Charlotte, a Midwest group, Genesis disabled rider justice group, Transit Workers Union, ATU(?).

In past years we've had press conference, Rosa photos on buses (coordinated with transit agency), photos of politicians on buses, and most popular video bits on Twitter etc of people telling what transit means to them. They're seeking ideas for events now.

Any suggestions about what to do for Transit Equity Day?

ChrisP: Part of Transit Equity should be recruiting operators. That is part of what blocks ramping up transit.

[CARB Scenarios for carbon neutrality by 2035](#) (Jack)

Governor is pushing CARB

Chip shortage continues (from Consumer Reports)

Almost every manufacturer has faced production delays and temporary shutdowns as they wait for the chips they need to finish building cars on the assembly line. Manufacturers are also either suspending certain optional features or pausing production altogether. Toyota, one of the largest manufacturers in the world, says it is going to build 60,000 to 80,000 fewer vehicles in October. Some analysts predict a production shortfall of almost 8 million vehicles by the end of the year as the chip shortage drags on.

Recommendations for Buffy Wicks

- AB1218 resurrection
- Public charging station standards
- 2030 Deadline for selling ICE vehicles; codify 2035; 2025?
- Solar canopies

We also discussed the idea of incentivizing EVs for "extreme gas users" as proposed by Coltura.

And we discussed how EVs can be used as backup power. This would require getting the automakers on board with providing the links from car to house/grid. If a car has a 50 kwh battery, that is enough to power most homes for a few days in case of a power outage. And the power could be used like a power wall to power a home in the 4 - 9 pm peak period, thereby leveling that peak.

Sign on Letter for Chargers at BART Stations (Elena)

https://drive.google.com/drive/folders/10bqvirXM_u7RIFPX8IsDGpFBR83zEYX

Sign-on letter supporting Fare Integration Study recommendations (Sara)

This [Monday October 18](#), general managers of the region's main transit agencies will consider results of a study that concludes with recommendations to lay the groundwork for integrated, equitable transit fares that can help increase transit use. The Task Force will consider a [Transit Fare Policy Vision Statement](#) that would endorse key pillars of fare integration ([Study](#) begins p 6 of Vision statement doc)

- all-transit agency pass, initially a pilot for colleges, affordable housing, employers, in 2022, then general public in 2023
- Free transfers between transit agencies

- A common fare structure for regional rail, bus, and ferry services

Comment opportunity: ~ 12:30pm by Zoom (<https://bayareametro.zoom.us/j/83237249682>) or by phone (Dial 877 853 5247, Webinar ID 832 3724 9682) The study is Agenda Item 5a.

We will continue to follow this - concerns included whether low-income people would really benefit from these changes and whether fare reductions/free fares were even considered in the study. Also more data on the cost of proposals and fare reduction will be available from a study being done at AC Transit about hydrogen fuel as an alternative to electric.

City Reports:

SF: SFMTA is considering plans for recovery: full restoration of pre-Covid service, more routes than before but with less frequency, greater frequency on fewer but strategic routes. A Board of Supervisors call for free transit (these are often just window dressing) was vetoed by the Mayor. Seems like more money is coming through from Feds. SFMTA wanted to either: go back to where we were; do more routes in underserved areas; remaining routes having more service if certain routes are underused. Don't think anything has been decided.

Fremont: Protected intersections on Fremont Blvd are finished. Working well.

San Mateo: Police are talking to Fremont about Tesla Model Y for San Mateo. Talking about conversions and buying EV's for the fleet of heavy duty and other vehicles.

Richmond: Clean Air Day Ride. John Gioia joined.

Sunday, September 19, 2021 10:30-Noon

Attendees: Chris Peeples, Jack, Elena, Nick, Lawrence, Kathy D

Note taker:

What mode did you use for the last trip (i.e. to work, school, shopping, etc) you took?

(how does this compare to [California commute mode split](#))

Jack--walk

Elena--bike

Chris--airplane to zero emission conference via AC Transit

Nick--gas car to exercise

Kathy--EV to Berkeley marina for walk

Lawrence--EV to birdwatching

Several CARB scoping plan (w/ staff) and CARB Board meetings coming up (hard to keep them all straight):

-- One on Transportation Scoping Plan Workshop (maybe 9/30)

-- One on Scenario Planning that will talk about modeling a scenario with **carbon neutrality by 2035** as Gov asked them to do.

-- Board meeting in Oct will deal with Mobile Source Rule and very important for people to talk to the board about VMT

[EV thermometer](#)

National Drive Electric Week-- In San Francisco, October 2 11 am - 4pm; 37th Ave between Ortega & Pacheco

Other EV Events in the Bay Area: <https://drivecleanbayarea.org/events/>

EV Discount Campaign - September 20 through October 15, 2021 Electrify Your Ride with Drive Clean Bay Area's Fall EV Discount Campaign now through October 15th. Check out [EV Discounts](#) and get ready to go electric!

Establishing upfront standards for EV chargers

Report from CEMTF summit--[revised toolkit](#)

350 BAA Leg Cmt : Bipartisan Infrastructure Bill and public transit - mixed bag

- State Legislation--SB 372 for fleet truck purchases passed.
 - AB122 - stop signs become yield signs for bikes passed (*Idaho Stop*)
 - AB 43 (Friedman) - allow cities to lower speed limits (need to work with Caltrans)
 - AB 1238 (Ting) - Decriminalize jaywalking
 - AB 1147 (Friedman) Regional Transp Planning / Sustainable Communities/VMT

AB 117(Boerner-Horvath) \$10 million in budget for EV Bikes (rebate incentives and services)

Did not pass - maybe 2 yr bills

SB 551 - EV czar in Gov's office

AB 1110- city fleet electrification

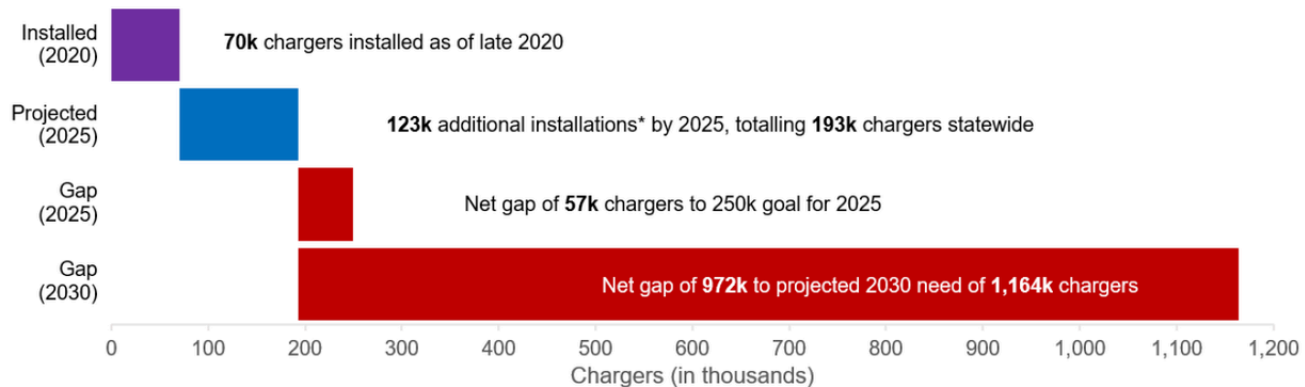
AB 1218 (Jack will call Berman's office)

SB 726 Develop a sustainable transportation plan

State budget has at least \$3.8 billion for various transportation items

<https://www.nrdc.org/experts/miles-muller/ca-budget-approves-historic-clean-transportation-investments>

Deficit in EV charging



- 350 Bay Area Action Federal Legislation - Full push for budget reconciliation bill which has a lot of transportation \$ in it (until it gets CUT)

[Demo at ferry building 9/20 5pm](#)

City Reports

Oakland airport expansion

May be a federal bill to reduce aviation emissions

Calif. Cut high speed rail funding

Berkeley fleet electrification

San Leandro--all EV by 2030 (opposed by auto dealers)

Sunday, August 15, 2021 10:30 - Noon

Attendees: Jack, Elena, Jennifer, Mahlon, Kathy D, Nick Ratto, Bill Pinkham, Sara, Charles Davidson, Hari

Notetaker:

[Toolkit of actions that cities, counties, and regional agencies can take](#) cemtf.org

Charlie Davidson presentation on biofuels--see full presentation by Charlie at the CEMTF 7/30 summit on Fossil Fuel Free Bay Area-- <https://youtu.be/EFPop1jUvY> (the biofuel presentation by Gary Hughes and followed by Charlie starts at 1hour & 30 minutes into the video)

Sara presentation on transit

September is transit month in SF & they are trying to make this regional - 350BA Transportation logo is on the website. This will include a CLIMATE & TRANSIT PANEL & we may be able to nominate speakers. Panel event link <https://sftransitriders.salsalabs.org/climatepanel/index.html>

[Biden plan for 50% EV sales by 2030.](#) (compare to CARB plan for 70% EV sales by 2030)

Kathy--legislation report

The Ca Climate Crisis Bill (AB 1395) mandates a legal goal of net-zero carbon by 2045. Although this date needs to be moved up even faster, the mandate is a first step in providing state agencies with more power to regulate greenhouse gas emissions if California is not on target to be carbon neutral by 2045. Big Oil is pushing for amendments to weaken what is allowed under the "carbon neutrality" definition, and we are fighting with partner groups to ensure that no amendment allows oil and gas operations to continue polluting nearby vulnerable communities.

Clean Transportation and Sustainable Communities (SB 372) provides assistance for fleet purchases of Zero Emission heavy duty trucks, which will reduce the air pollution caused by these vehicles (now burning diesel) that travel state highways and congregate at ports and warehouses.

Other bills?

Nick Ratto: Solar-Battery-Hydrogen (SBH) Highways and Roadways (Direct Solar EV charging and supply of Green Hydrogen (produced with Solar PV & Electrolyzers on site) or supplied from

elsewhere - building these on highways or within the city as SBH service stations that replace gas/diesel stations.

- [e.g., <https://spectrum.ieee.org/hydrogen-batteries-solar-energy>]

[Two-page summary of Jack's papers](#) on how many EVs California needs and how we can get them--by Tom Bodenheimer. How could we promote these ideas?

City Reports:

Fremont--new protected intersections, just need to put in the green paint to show where the bikes are going.

Richmond--there is a group trying to make some changes to intersections for bikes. Have met with consultants who have proposed certain changes. Money from County to clean up the Richmond Greenway, lots of homeless are living there. Some of the money is going to be used to hire a group called SOS to hire the homeless to clean up the greenway.

San Leandro--Has a CAP. Ped crossing at E 14th Street is poorly timed, on for too long, so cars tend to blow through it. Along Hesperian Blvd they have made improvements which make biking safer.

Alameda--CASA meeting on how to manage car traffic on West side of town, where the base was. Supposed to be a bike bridge created from Alameda to Oakland, which would help non-car traffic.

Oakland--Good meeting with Labor on 'thriving wages' for Green jobs. City of Oakland is making a good attempt to work on this issue.

Berkeley--working on parking minimums. Transportation Demand project. Needs to be connected up with all sorts of other areas. Includes increased bike parking, more info on transit, pay for transit passes for new building projects.

San Francisco--Transit month in Sept. Trying to make it regional. Oakland is joining. Climate and Transit Panel. We can nominate people to be on the panel, which would be an opportunity to strengthen connections of transit advocates to climate issues.

Sunday, July 18, 2021 10:30-12:00

Present: Chris, Nick Ratto, Jack, Jennifer, Mahlon, Sara, Eric Brooks, Mark Roest, Elena, Charles Davidson, Lawrence Abbott

Facilitator: Jack

Notetaker:

How to influence CARB (Chris)

What are the pressure points?

Scoping Plan process

([link to Bay Area Action comment letter](#))

[Sierra Club letter on scoping plan](#)

Biofuel discussion by Charles Davidson

[Comments for Plan Bay Area](#)--Due July 20

Propose to send to MTC board members [with cover letter](#)

Note that BAAQMD came out with an [EV Acceleration plan](#), so I referenced that in the letter to MTC--Jack

[Chargerhelp.com](#)

Legislative update Sara

Kathy had to bail at last minute, these are notes:

General

<https://www.mckinsey.com/business-functions/operations/our-insights/winning-ridership-for-the-next-normal>

Transit agencies have a unique opportunity to proactively shape the role of transit in the next normal, ...ridership campaigns could put transit agencies in an even better position to fulfill their missions of

ensuring safe, reliable, affordable, equitable, and sustainable transportation across their service territories.

CAPTI (Climate Action Plan for Transportation Infrastructure) was released by CA State Transp Agency (CALSTA). Ca Transportation Commission is fighting back— they are all appointed members and control all the SB 1 gas tax \$ and are resisting many of the strongest climate elements in CAPTI— which IS about meeting our climate goals, with health and equity in the mix

Info re plan:

<https://cal.streetsblog.org/2021/07/15/california-releases-capti-its-plan-to-combine-transportation-and-climate-goals/>

CARB is planning on announcing a delay of the rule timing and including a **100% ZEV mandate for trucks by 2040**. Our allied coalition feels 2040 is far too late, we will be launching new electric truck **target messaging** between **Aug 9 and August 18** with a communications campaign framed around a 100% EV trucks sales target in **2035**.

The campaign will kick off with 1) op-eds, 2) a Twitter storm and 3) a media availability/press release.

VOICES Voices for Public Transportation is a coalition of over 40 groups who have come together to address a potential Regional Measure that will (hopefully) fund public transportation in 2024. They've passed their Platform

They are pushing for just, equitable public transit systems that will impact those in our community who are vulnerable - currently disabled riders.

Restructuring (ADA-required) Paratransit Petition at <https://www.change.org/Fixparatransit>

- Restructure ADA paratransit to a regional SAME DAY, ON-DEMAND service
- Link ADA to inability to drive, NOT to fixed-route transit

Support HR3744, the Stronger Communities Through Better Transit Act. It would give \$80 billion in operating funds, over four years, to public transit systems across the country for more frequent service.

Actions and the call script at <https://tinyurl.com/fdzmmrt4>

Battery development

Mark R--conversion kits for school buses--\$250,000 cost or less with volume; retain existing transmission & differential. Solar recharging is also cost effective.

Battery--\$100/kwh. 2800 watt hours per kg.

CARB deadline of 2022? Phase out of older diesels--NOX and PM filters. Hardship for "independent truckers". Conversions are not available right

City Reports:

SF Sierra Club pushing to make transit-only lanes into public-transit only lanes. Currently they permit unlimited numbers of private buses -- tech shuttle buses, casino buses, tour buses, Academy of Art buses.

SFMTA passed its new environmental regulations & it is apparently unclear whether they specified what kind of buses are allowed in the transit-only lanes. This is most controversial on Geary Blvd. Marjorie Alvord says "THRILLED to see good work by VPT and SF Sierra limiting lanes to PUBLIC transit"

Fremont--Mowry/Stevenson intersections with Fremont being installed. Similar to Walnut

Union Climate convergence on July 31. Contact Lawrence Abbot if you want to attend.

Sunday, June 20, 2021 10:30-12:00

Present: Jennifer Neff, Jack Fleck, Elena Engel, Bill Pinkham, Sara Greenwald, Chris Peeples, Hari Lamba, Charles Davidson, Nancy (partial)

Facilitator:

Notetaker:

Discussions/Reports

Voices for Public Transit Coalition (Sara and Kathy): The Coalition responded to the tragic shootings at the VTA rail yard resulting in the death of 9 workers. Donations for the families can be made through the [ATU union](#) disaster relief fund. Transit agencies and unions from around the Bay Area have been supporting VTA workers by driving their buses for them.

A long term campaign is underway for the passage of the regional mega-measure for Bay Area Transportation (**now through 2024**).

Initial proposal was 1cent sales tax for regional expansion but Jim Beal & Nancy Skinner nixed it because a) inequitable service would result & b) sales tax not equitable, so VOICES was born, which includes labor, environmental & equity organizations. Silicon Valley leadership & bay area council are somewhat on the other side.

Announcement: 6 PM Thursday, 24 Jun 2021 Regional "Turn Up For Transit," Registration <https://us02web.zoom.us/meeting/register/tZYlf-ygrTgpE9U5Oou1XXtPyhCQMQB7qvQi>

[How clean are EVs](#) --- 87% cleaner than an ICEV if the electricity is 100% renewable. (including manufacture/recycling of the vehicles & batteries, production of the energy, and combustion of fuel-- based on Argonne lab data--GREET)--Jack [link to table](#)

[CARB scoping plan--Jack's notes](#) -- 8 million EVs by 2030; 30% of vehicles will still be gas powered in 2045--this will require major carbon capture & sequestration plus direct air capture to reach carbon neutrality

Plan Bay Area comments--19% per capita reduction; 50% reduction "suite of actions" claimed -- [Jack's notes on East Bay workshop June 14](#)

Legislative - slides from Kathy Dervin

https://docs.google.com/presentation/d/1lyQX3dlws_cqFI0ZtLoh1_p-EQ_BgJV1/edit?rtfpof=true

CAPTI update

CVRP update-- (Elena) 2 minutes

Richmond Electric Bike Share--now started. Will other cities pick this up? Cost--monthly rental. First 5 trips are free. SF has e-bike share--Lyft sponsors--\$26 to go to the beach. Richmond is much cheaper

Solar powered mass transit

High speed rail

City Reports:

Fremont--protected intersections continuing on Stevenson/Mowry; protectedintersections.com explains how it works

Hopper bike share service. Added electric scooters.

Berkeley--Hopkins Street

Union City - Fremont--[East-West Connector](#)

San Francisco - SFTransit Riders engagement in Muni funding measure effort, starting a land use/housing effort, joining a regional Transit Month in Sept.

Regional "Turn Up For Transit," Thursday, 24 Jun 2021. Here's the registration link:

<https://us02web.zoom.us/join/zoom/register/tZYIf-ygrTgpE9U5Oou1XXtPyhCQMQB7qvQi>

Port of Oakland - airport expansion of 17 gates. Ariella Granett
(Ariella@stopOAKexpansion.org) is leading an effort against the expansion:
<https://www.stopoakexpansion.org/>

Next month:

Refineries switch to renewable diesel-- July 18 Charles to report (will confirm)

How to influence CARB

Sunday, May 16, 2021 10:30-12:00

Zoom link

New link: <https://us02web.zoom.us/j/82355760334?pwd=MkxzcWt1ZVhrSE4yVVZxVnBwQytkZz09>

<https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

—Phone: 6699006833

—Meeting ID: 836 7067 6240

—Passcode: 166294

Present: Jack, Bill, Chris, MaryAnn, Kathy, Unity, Jennifer, Nick, Sara, Mahlon, Elena, Jeff, Hari

Facilitator: Jack

Notetaker:

Check in and introductions

Discussions/Reports

Carry over from last month:

--Transit planning going forward. MTC has \$1.5B from the Feds. (Sara & Jack to report on Demo) . Chris P: 3 pots of money from Feds. Two of them have already been released. 3rd pot of money (American Rescue Act) is what is being discussed.

Unions from AC Transit want to hire a lot of folks, but then they would have to be laid off when funding runs out. Did not lay off people during the pandemic. So AC does not want to hire more people. Also difficulty in training people because of the social distancing issues. Next decision on money will be on July 28.

Transit agencies are different--those that service mostly central business districts are really hurting because of the work-at-home people who are not using transit. Those agencies that mostly serve essential workers are not as hard hit, but still ridership is down.

Biden proposed money (American Jobs Plan) would be very generous, but can't pass the Senate. People are very cautious about Fed money. State and Regional money would be more possible.

[Voices for Public Transit Coalition](#) report

They are working on long term plan for regional transportation measure in 2024 (state legislation would have to pass in 2023 to put the measure on the 9 county ballot in 2024 . Question of how to fund (sales tax, other fees taxes/ progressive vs regressive) the measure is a live question. Opportunities to influence MTC on their long-term planning. Will be a very political process. Sara and Kathy need more people to help them on this. Have asked MTC to propose the measure, rather than a citizen initiative.

[Seamless Bay Area](#) has been looking at how to integrate fares and linkages between 27 different local transit agencies. It is very complex per the chart that Sara shared--number of agencies, governing boards and funding sources, etc.



--Mahlon's Phoenix EV report with Turo rental .

Worked out OK, got a BOLT. Was disappointed by the state of the infrastructure. None of the standard car rental agencies had EV's, or even hybrids. There were a fair number of expensive Tesla's to rent. Very few --3--other EV rentals. More trouble and expense than the usual business traveler would tolerate. Medium price hotels tended not to have charging, only expensive hotels seem to offer charging.

CAPTI Plan (Cal State Transportation Agency -Cal STA): Comments on the plan are due May 19th & there are various comment letters from Climate Plan (as a member we can sign on), Sierra Club Ca Transportation Cmt's letter and a petition/ [letter](#) on [California Action Plan for Climate Infrastructure](#) from Next Gen

Cal STA is over all the other State transportation agencies. There is a lot of pushback from doing this plan. The traditional transportation folks are pushing back against a climate orientation for transportation- groups such as developers, construction labor, real estate, city congestion agencies, contractors, road builders. The petition is asking of a stronger CAPTI plan so that it doesn't get watered down. Everyone should sign. CAPTI will feed into the Air Board scoping.

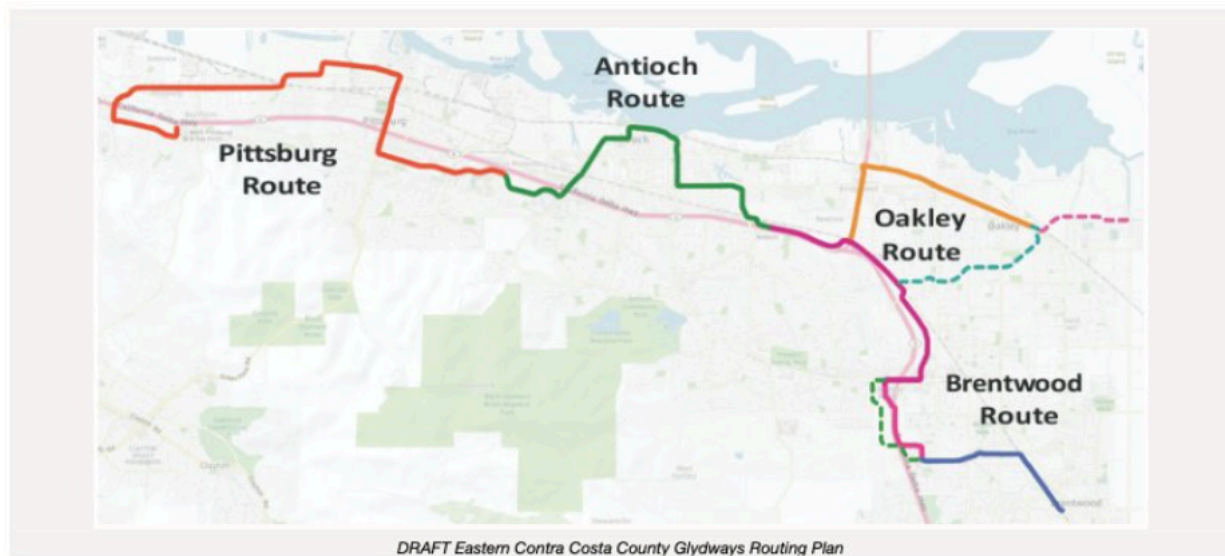
[Next Gen letter](#)

CARB (Ca Air Resources Board) scoping plan

Env Justice Advisory Cmt being appointed

Public Workshops should start in June. Will start broad and will get more specific as time goes on--8 chapters of various areas.

Contra Costa Glydway's plan



State Legislation: Transportation bills (we also work on Clean Energy and Eliminating Fossil Fuels bills)
AB1218 Feebate (Jack)
SB 372 Financing for medium and heavy duty trucks
SB 500 All AV's are EV's
AB 1401 Reduce parking requirements for new developments
AB 427 EV and battery-to-grid power (resource allocation)
State budget issues: Gov announced his "May Revise" on Friday. Increase ZEV finding from \$1.5 billion to **\$3.2 billion** <http://www.ebudget.ca.gov/2021-22/pdf/Revised/BudgetSummary/Transportation.pdf>
<http://www.ebudget.ca.gov/2021-22/pdf/Revised/BudgetSummary/ClimateChange.pdf> (ZEV funding is in the second link--climate change)

ALL transportation bills we are working on (in addition to Clean Energy and Elimination Fossil Fuels)

ned at low income folks (80%)

Bills with fiscal impact are in Appropriations
Governor's budget: Thursday or Friday was May Revise. Surplus is expected of about \$75 B for 22-23 budget. Some will be one-time money, some on-going. Originally governor asked for \$1.5B, he added so now it is \$3.2B, for 1000 new electric school buses, Med and heavy duty trucks, More for Clean Cars 4 All, possibly more CVRP money, more EV infrastructure charging.

City reports

Fremont: Protected intersections are still in process.

Richmond: On Friday there will be a demo at Chevron 12-2

Sunday, April 18, 2021 10:30-12:30

Zoom link <https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Phone: 6699006833

Meeting ID: 836 7067 6240

Passcode: 166291

Present: Jennifer, Jack, Chris, Kathy, Mahlon, Sara, Glenn, Lisa, Elena, Bill

Facilitator: Jack

Notetaker:

Check in and introductions

Discussion/ Reports

Turo--like Airbnb for cars--Mahlon is going to rent one on his trip to Phoenix.

Transit Report--Voices 4 Public Transit (Kathy)

9 county coalition, accessible, affordable transit for the Bay Area. Includes Labor. Sara and Kathy (and Ogie from 350 Contra Costa and Judy from 350 Silicon Valley) go to these meetings. Fed CARE and Rescue America monies coming for recovery for transit-and maybe . Preparing for influencing regional Megameasure. How should it be funded, and what it should contain?

Transit equity, labor, zero emissions, are some concerns. Has to pass legislature (2023 session) to get to the ballot (2024). Transform, Public Advocates, Urban Habitat are staffing Voices 4 Public Transit but they have no where near the funding that Bay Area Council or Silicon Valley Leadership;

Discussion of rail to the central valley--\$400 million--is it better to put that money toward helping BART, Muni, AC Transit.

CAPTI update (Kathy Jack) Cal Sta - [Climate Action Plan for Transportation Infrastructure](#) covers all Transportation agencies in the State and beyond. Gov. has asked that the \$5B that these agencies have been aligned with our Climate Goals. Players: Cal State Transportation Agency , CalTrans, Transportation Commission. Plan supposed to be adopted by July, 2021. Bringing all Ex Orders, planning, budget together This is too slow a process. Agencies asking for participation to counteract the BAU interests. We need to be involved to say , good start, but too slow, not enough, not equitable. We can give public comment and write a comment letter. Kathy is going to start drafting what our comments might be, and circulate for comment

from partners. Jack was hoping that charging infrastructure would be included in this, only truck charging infrastructure is currently part of it.

Doug Linney--resolutions to phase out sale of gas cars by 2030. Zev2030.org

Passing resolutions at the City level. Asking City officials, companies to take a pledge, an aspirational goal that needs to be done, rather than enforcement legislation.

Next steps for Cities may be greening their own fleet and streamlining charging installation.

(doug@zev2030.org, www.zev2030.org)

Legislative Update

Bills

<https://docs.google.com/spreadsheets/d/1tDagfdeuJd6Tz8O-JEr7vOnNTUNYeNQmPLaOfgqxpVM/edit#gid=0>

State Budget

Ideas for what to work on as a team--some ideas

No New Gas Stations

Phase out sale of gas cars by 2030

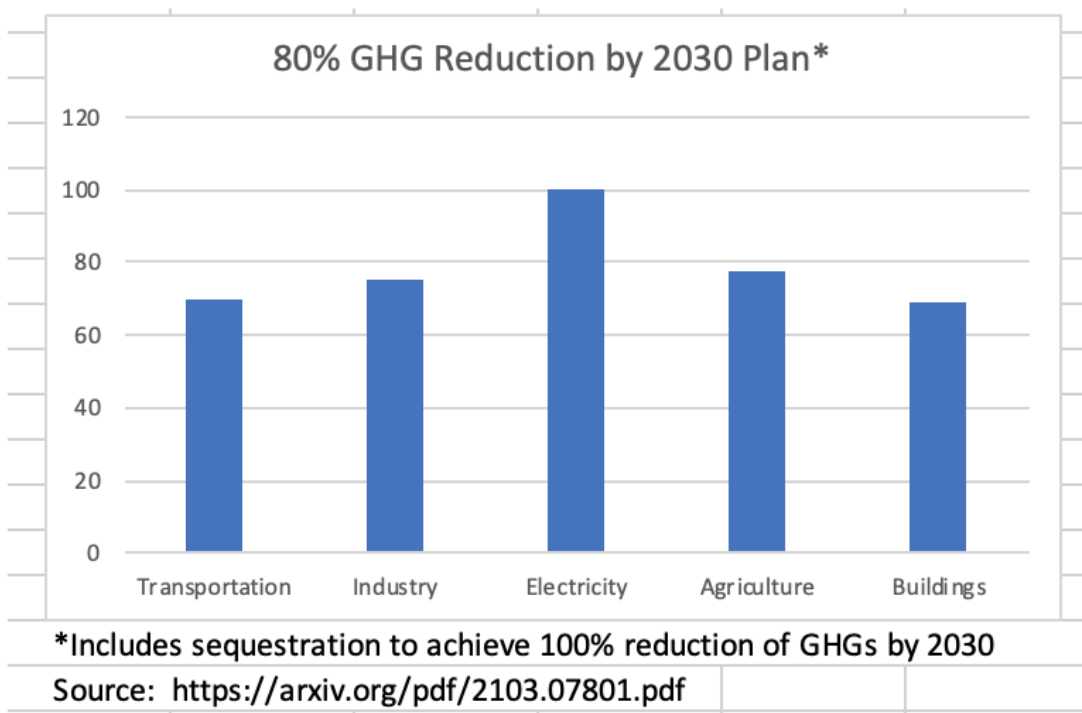
- City resolutions
- Center for Biological Diversity petition
- EV Roadmap for each city/state/U.S.
-
- Streamlining permits for chargers (see [GoBiz link here](#))
- Building codes for new buildings
- Track EV adoption in each city
- Track gas sales by city
- Promote transit, bikes, pedestrians
- VOICES

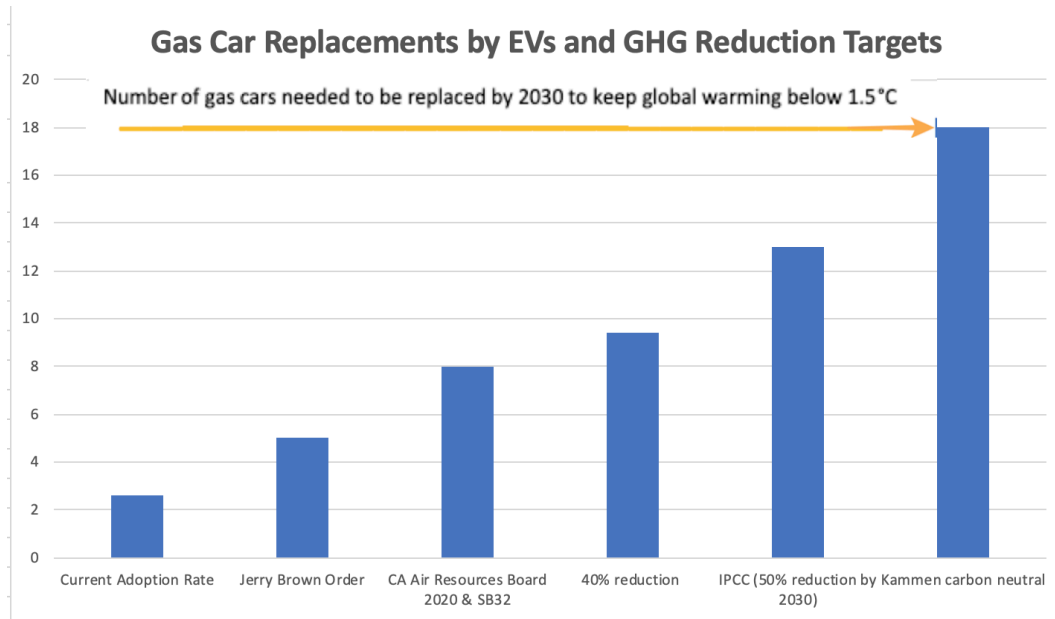
- Active transportation--looking to recruit more folks for this
- Re-engage people in our committee who want to work on this; work with existing bike/ped/transit groups.
- First and last mile--taxis/TNCs, unionizing Uber drivers; just transition
- Follow CARB (Kathy may have comment ~2 min) Will start in May or June
- Clean Trucks
- Scoping Plan Hearings

Bills have to pass by May 7. Lots of wrangling right now, pulling bills, amending

[BAAQMD EV acceleration plan](#): Comments due April 28 to climatetech@baaqmd.gov

Kammen [proposal for GHG neutral by 2030](#)





Source: [Jack's calculations](#) to achieve 70% GHG reductions in Transportation by 2030

18 Million EVs is in addition to:

1. 100% clean energy by 2030 for the SB32 goal and 85% clean energy for the IPCC goal.
2. Gas cars average 40% improvement in fuel efficiency by 2030
3. 18% reduction in per capita VMT by 2035--this includes
 - a. doubling public transit and
 - b. providing access to a free e-bike for everyone.
4. 70% GHG reduction from 2017 GHG levels from buildings, agriculture and industry,

[Charging forward](#)

City Reports

Fremont: Protected intersections are actually being built. While construction is happening, it makes in necessary to find another bike route until it is finished.

SF : Transit Riders getting more active. Working how to make bus lines more efficient.

Walnut Creek: City Council working on Sustainability Plan, working on EV Charging, Bike lanes.

Lafayette : Also working with them, they asked for help on EV's.They have been working Building Electrification

Berkeley : doing a pilot program, has caused conflict between Car and walking and biking communities.

Oakland: has 2030 phase out sale of gas cars on City Council Agenda 4-20-21

[CEMTF transportation workshop August 20.](#)

Sunday, March 21, 2021 10:30-12:30

Zoom link <https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Phone: 6699006833

Meeting ID: 836 7067 6240

Passcode: 166291

Present Bill Pinkham, Jack, Sara, Elena, Jennifer, Lisa, Glenn Turner, Scott Pearson, Jovanka Beckles, Marjorie Alvord:

Facilitator: Jack

Notetaker:

Check in and introductions

Discussion/ Reports

Report and Discussion on CARB (also scoping plan coming out this year) - Jack
Jack's [updated calculations](#)--SB 32 and IPCC goals compared to CARB numbers.

- CARB over-optimism facilitates inaction - their plan is very unclear
Need coalition effort--see next item

Doug Linney/Center for Bio Diversity coalition proposal for no gas car sales after 2030. Ask is to get Cities to pass a resolution asking State to mandate 2030 gas car sales phase out.

CBD [co-signers](#) Earth Justice, Friends of the Earth, Climate Center . . .

Novato/Petaluma--opposing new gas stations. -- Jack

How does the Transportation Team move from information to action? -- Elena

--petitions/letters to city councils/CARB

--planning actions?--Action teams for specific projects

--working in coalitions--Voices for Public Transportation, Transit Equity Day, Yes Clean Cars, ZEV2030, . .

.]

Transit (VMT) committee

Suggest one or two focused campaigns in alliance with other groups. Could be in alliance with legislative group. In conjunction with 350 BA priorities.

Bill--How about new gas station opposition--very simple

Marjorie/Sara/Bill--Voices for Public Transportation includes AC Transit Union, interfaith group, need to save public transit, CARES act distribution. Will it support transit? \$30 billion is flagged for transit. Talking about a measure on the ballot in 2024 with broad support. We have been able to make sure climate is included in their platform. Periodic events. Call MTC type actions. Transit Equity Day action at AC Transit demanding proper PPE, Covid tests process,

Jack--pass resolutions at city councils to phase out gas cars by 2030 (Doug Linney lead)

Proposal--bring ideas for the Transportation team to work on to next meeting.

Sara will pull together a transit team to report to this meeting. Will not be co-coordinator on the 350BA Transportation Campaign as at present - new coordinator sought.

CAPTI (Climate Action Plan for Transportation Infrastructure) notes from presentation March 18--Jack

SAVE THE DATE: Climate Emergency Mobilization summit on August 20, 9 - Noon--looking for ideas and volunteers!--Glenn & Jack

- Low Income EV Equity (#20)
- Bicycle & Pedestrian Plans (#23) Bill P
- Expand Public Transit (#26) Sara
- No New Gas Stations (#44) ([Petaluma ordinance](#)) Maybe Contra Costa
- EV charging stations--[revenue bonds](#) Federal rebate is available
- Protect the right to organizing--taxi drivers/Uber-Lyft; proposal for city cooperative in SF-Elena
- Hydrogen fuel cells--Marjorie will study this

Legislation--Kathy

[Support for Newsom's \\$1.5 billion budget for EVs/Trucks/Buses](#)

[Transportation bills supported by 350 Bay Area Action](#)

Voices Coalition platform (for their planned transportation funding measure) has been modified at our urging to include significant climate language including this policy:

“Plan for climate change: Investments will reduce vehicle miles traveled to meet or exceed state targets. Expenditures will enable the region to reach zero greenhouse gas emissions by 2040. Projects will be built for resilience to uncertain and changing conditions. No funds will be spent on roads and highways to increase driving.”

City Reports

Bike advisory committee tomorrow presenting Contra Costa county projects
E-bikes in Richmond is stalled.

Fremont--two intersections planned to be protected intersections.

Lisa--CC County sustainability committee interim climate action plan. Goal to reduce VMT with physically separated bikeways; develop & adopt updated list of transportation projects that reduce VMT. ID strategies to implement telecommute policies as part of commuter benefits program. Increase EVs in County fleets; install EV chargers at County facilities.

SF Transit riders looking toward funding regional and statewide transit. SF General plan is now in workshop/feedback stage. Parking spaces--will they be restored after Covid.

Berkeley--resolution to go zero emission by 2030.

Sunday, Feb 21, 2021 10:30 AM - 12:30 PM

Zoom link <https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Phone: 6699006833

Meeting ID: 836 7067 6240

Passcode: 166291

Present: Jennifer Neff, Jack Fleck, Bill Pinkham, Sara Greenwald, Melissa Ruhl, Kathy Dervin, Engel, Elena Marjorie Alvord, Mahlon, Lawrence Abbott, Lily Cohen

Facilitator: Jack,

Notetaker: Sara/Jack

Check-in and introductions

10 min

Melissa - no ability to leave bikes off in Golden Gate Park

Reports/Discussion

[Legislation](#) - Kathy Dervin

10 min

Bills are still trickling in. the spreadsheet linked here shows all the transportation bills we have identified so far; it is a raw bill list. We need to consider equity of each bill. Transportation/Land Use is one of three bill teams.

Budget also includes EV funding, low income rebates--\$1.5 billion in budget.

Lot of the EV action will be on the budget side.

Areas that bills fall under:

--Bicycles--3 - 4 bills

--Housing--reintroduced bills [See webinar here.](#); land use--sequestering carbon in natural and working lands is important

--Taxes--how can we streamline drive for EVs--tax breaks; big equity consideration

--Truck rules--pushing toward zev heavy and medium duty trucks. At CARB, but still legislative push.

--Laurie Friedman--Glendale is chair of Transp committee--allow lower speed limits, as a safety issue.

--EV enabling legislation--AB113--tells CPUC to develop grid integration -- could be under clean energy or under transportation

--SB551--LA Incubator--works on trucks at port of LA. creative competition about how to electrify corridor from port to So Cal. Ca EV authority--under the governor's office--is Newsom on board? -- try to coordinate disparate efforts.

--Bus lanes on the Bay Bridge--study feasibility--Wicks/Bonta AB455--study of transit time; if it is not reliable/efficient, then a bus lane could be added.

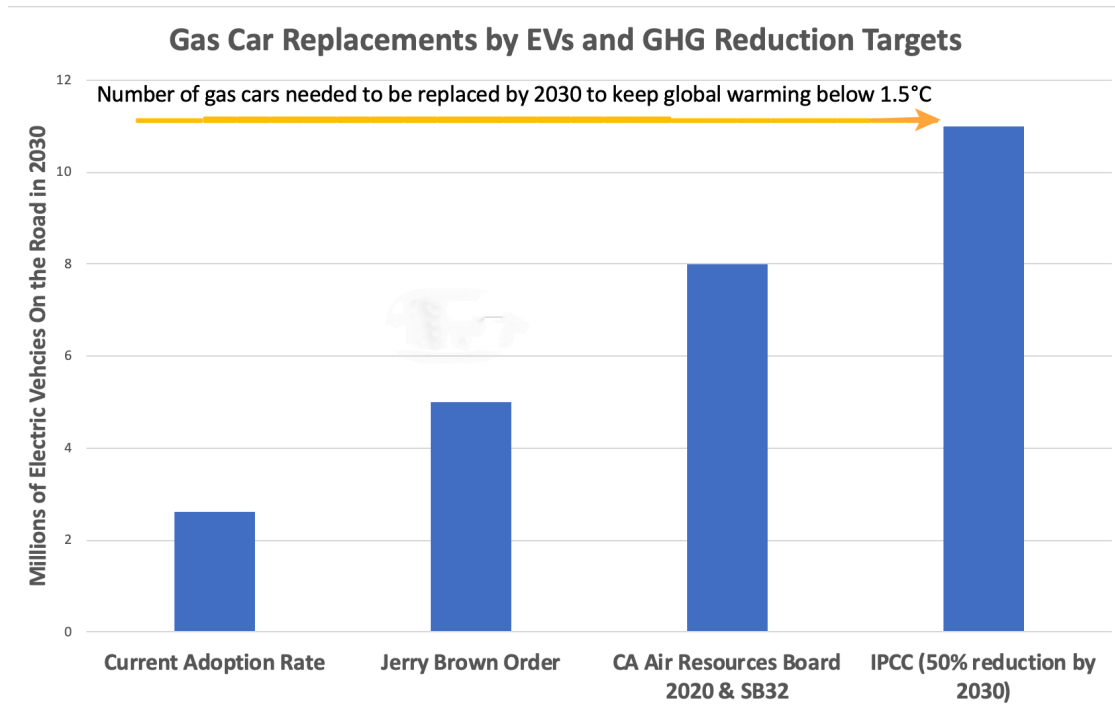
--strengthen SB375 requirements; new bill this year by Ben Allen--SB261 how to reach GHG emission goals

--two autonomous vehicle bills

--hydrogen bill being considered by Energy Committee

Meeting the IPCC goal for Transportation: [Jack's calculations](#)

15 min

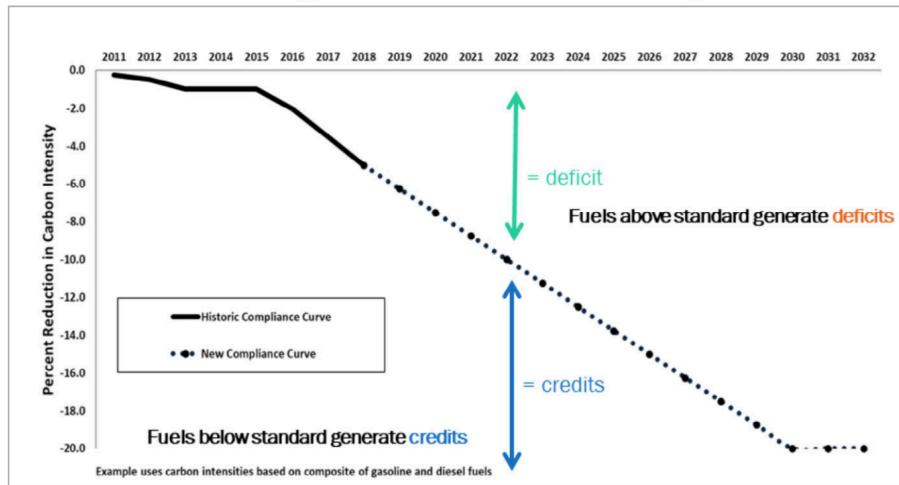


Note that the CARB estimate that 8 million EVs will meet the SB32 goals requires that there be 20% decrease in carbon intensity of fuels. This comes from the Low Carbon Fuel Standards program.

I read this [explanation of the LCFS program](#), which had this chart (Figure 3) shown below, showing declining Carbon Intensity, i.e. improving miles per gallon, by 20% by 2030.

Figure 3

Declining Carbon Intensity Curve



Program continues with a 20% CI target post 2030

Discussion: How do we feel about joining in with advocates like CBD who want to push back Governor's 2035 date to 2030? Also, sign on to [ZEV2030.org](https://www.zev2030.org) campaign to get cities to support the 2030 phase out date by the state.

Here is a [press release about Richmond resolution](#). To support statewide ZEV sales by 2030.

Berkeley attempted to phase down to a ban on sale of fossil-fuel sales, but this was determined by the city attorney to be disallowed because it would override state authority. Our action can be only to urge cities to pass resolutions urging the state to phase out gas cars (by 2030)

Smooth path to installing charging infrastructure. Cities need a push. Is this something we want to do?

Banning new gas stations--Novato Costco Megastation demonstration was Feb 20.

3 min

[Mobilization Team video](#)

<https://www.change.org/p/novato-city-council-and-planning-commission-no-costco-mega-gas-station-in-novato>

Report: Rosa Parks Day (Feb 4) ATU action won rear-door boarding on VTA buses to protect drivers & riders from Covid. [ATU statement](#)

3 min

Update: [participant counts](#)

Feb 3 Youtube views: 585, average watch time 31 min; LNS website views: 640 Total: 1,225

Feb 4 Youtube views: 465, average watch time 30 min; LNS views: 460 Total: 925

Event: Wednesday, February 24, 2021 @ 5:30 PM PST **How Can We Fund Muni?** 1 min

We'll continue to push for the additional federal relief essential to see Muni through the pandemic. After that runs out, however, Muni will still be left with mounting costs of deferred maintenance and lack of investment to deliver the service we need in the longer term.

Register today to learn from SFMTA staff about how much funding Muni really needs, and where it can come from. How much funding can we get voters to support in the next election?

[RSVP](#)

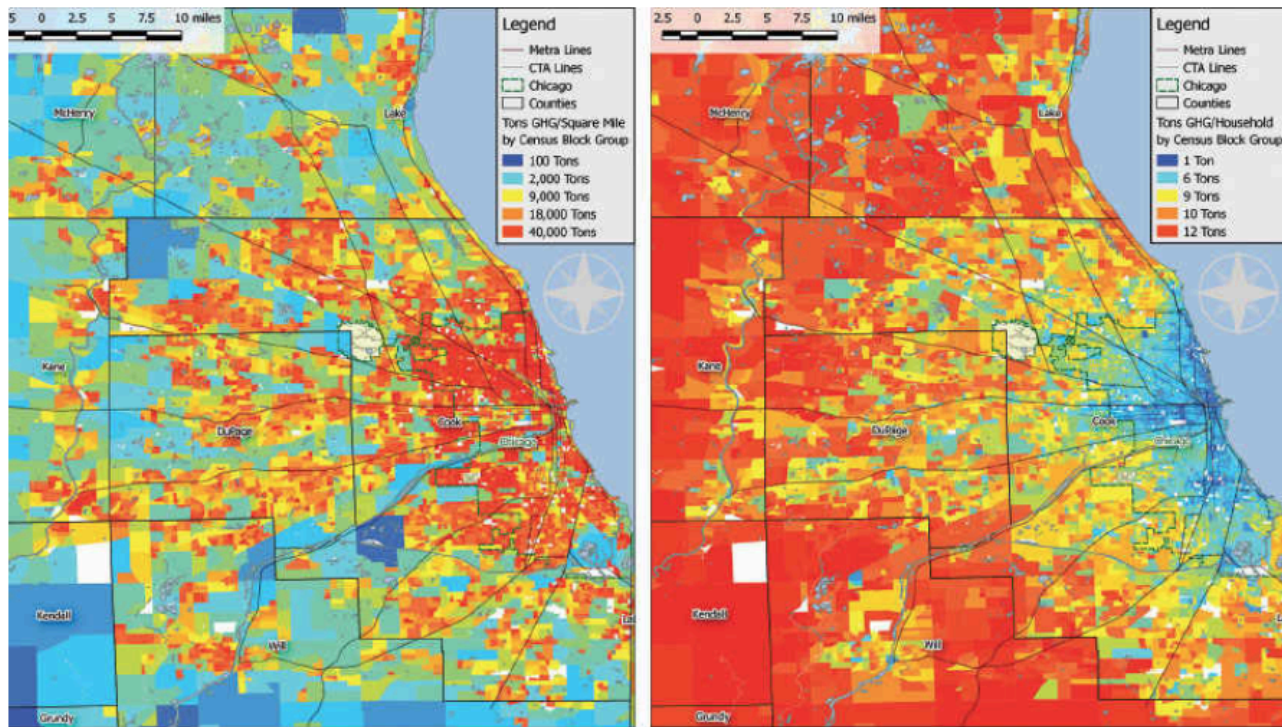
Event: Thursday, February 25, 2021, at 6:45 pm The Wellstone Democratic Renewal Club
Coordinating Committee 2 min

Discussion of public transit services, including Derek Sagehorn of the East Bay Transit Riders Union on funding services for AC Transit, Policy Advocacy Manager Hayley Currier of TransForm's Transportation That Works on a regional transit funding measure, Managing Attorney Richard A. Marcantonio of Public Advocates on transportation justice and equal access to essential transit services, and Policy Director Ian Griffiths of Seamless Bay Area on transforming the Bay Area's fragmented and inconvenient public transit into a world-class, unified, equitable, and widely-used system. [RSVP](#)

Event: Thurs, March 18, 5:00 PM – 6:15 PM **Turn Up for Transit 101** 1 min

This Voices for Public Transportation class, an introduction to our labyrinth of transit agencies, funding sources and regulating entities, launches a series of workshops to build your confidence in fighting for an interconnected transportation system across the Bay Area. [RSVP](#)

From Walkable City Rules, by Jeff Speck:



City Reports

20 min

San Francisco--Discussion of consumption emissions--SF Environment is including these in their studies

Fremont has many topics they are considering in their CAP.

Contra Costa County bicycle advisory committee--evaluates projects with Transportation Development act money.

Novato--rally against a new gas station at Costco. About 50 people were there. Planning commission meeting on Monday. We do have a few planning commissioners on our side. Will still go to the City Council. Novato voted to declare a climate emergency. Need to hold them accountable. 350 Mobilizing Team is pushing hard.

Consider EV chargers; hydrogen as an alternative.

Berkeley--parking reform measure eliminates parking maximums. If there is parking it has to be Decoupled from the rent for the apartment. Require bike parking and public transit benefits. Residential parking permits still being studied--how to limit them. City wide policy being developed.

San Leandro--parking update; new infrastructure should have EVs. huge debate to support city staff to do more of this.

San Francisco--Stonestown should install more chargers as part of its upgrade. Also, a fair amount of bus service has been restored.

Next meeting

Sunday, Jan 17, 2020 10:30 AM - 12:30 PM

Zoom link <https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Present: Jack, Lisa, Sara, Kathy D, Jennifer N, Chris P, Bill, Jovanka, Lawrence A, Elena

Facilitator: Jack

Note taker: Sara

Discussion/Announcements

- Legislative Update and Gov's Budget (Kathy, others)

- Transit Equity Day Wed Feb 3 (noon-4PM) & Thr Feb 4 (8AM-noon) (Sara and Kathy)

This will be online, probably at the [Labor Network for Sustainability](https://www.labor4sustainability.org/) website, in a Public Hearing format. If you would like to testify as a transit rider or climate activist or transit worker, let Sara or Kathy know. Toolkit for Transit Equity Day

<https://www.labor4sustainability.org/transit-equity-2021/> - includes social media toolkit to publicize it

Letter to editor from individuals or groups to local press would be helpful

Move for a state resolution about importance of transit for Transit Equity Day? (consensus that this would not reap enough to justify the effort)

Voices for Public Transit considering Regional Megameasure possibly in 2023 for public transit and active transit such as walking & biking. We want to add language about moving toward zero emissions (currently says 'reduce GHGs')

Hydrogen buses have lasted much longer than diesel buses at AC Transit.

-Voices for Public Transit (Sara and Kathy)

-State EV Rebate (Elena)

This info from Ting staffer Shy Forbes

CVRP (Clean Vehicle Rebate Prog) support--\$2,000 rebate for buying an EV is not in the Governor's budget for the coming Fiscal year 2021-2022, according to staff for Asm Phil Ting. There is a big gap between the income requirements for the Income Qualified programs (e.g Clean Cars for All) and the ability for people with those incomes to actually buy an EV. So the \$2,000 rebate is a huge incentive for people who do not qualify for the low income programs. We are still in 'early adopter' times, and perhaps we should continue to incentive those who do have the income to buy an EV, and who will do so with incentives.

This indicates shift to lower income recipients, but the requirement is really low for Bay Area, may discourage some potential early adopters? We need 28 million EVs to get on the road & incentives are important. Cap & Trade which supported it has shrunk, but is recuperating perhaps, but Ting believes this is the most stable source available in view of Covid etc.

Info on the Governor's budget on EV's:

Here are the details regarding transportation electrification in the Governor's budget.

Page 5 outlines the Governor's proposal on EVs. Page 9 has the GGRF (Greenhouse Gas Reduction Fund) budget.

<http://www.ebudget.ca.gov/2021-22/pdf/BudgetSummary/ClimateChange.pdf>

It includes:

- \$465 million in GGRF for medium/heavy duty zero emission vehicles and transportation equity programs.
- \$315 million for trucks, buses, and off road freight equipment
- \$150 million for Clean Cars for All and transportation equity programs
- (nothing new for CVRP and the summary talks about assessing the role of CVRP going forward)
- The GGRF BCP (Budget Change Proposal) is here:

https://esd.dof.ca.gov/Documents/bcp/2122/FY2122_ORG3900_BCP4226.pdf

- \$50 million general fund for charging stations at state facilities.

- The Budget Change Proposal (BCP) is here:

https://esd.dof.ca.gov/Documents/bcp/2122/FY2122_ORG7760_BCP4424.pdf

- Securitization of \$1 billion in future revenues for zero-emission infrastructure. This is a statutory reauthorization of existing taxes and fees for clean transportation (AB 118/AB 8).

- The BCP is here: https://esd.dof.ca.gov/Documents/bcp/2122/FY2122_ORG3360_BCP4209.pdf
- Delayed property tax assessment for zero-emission vehicle charging infrastructure.

There's also \$170 million in GGRF for agricultural diesel engine replacement and upgrades.

Proposal goes to Senate & Assembly +committees. True Cap & Trade \$ can now be used for non-climate change expenses. \$ coming from Fed in relief packages - some goes directly to agencies & some goes to state budget for transit & committees + transp subcommittee. There is some for infrastructure for biking. Details are not clear yet.

Question: Should we push for incentives for EVs?

There is \$ for a variety of transportation programs. We don't know what will come for buses, though it's inadequate - the cost to electrify trucks & buses is \$1billion. What's budgeted is a drop in the bucket. More info to come on that.

Budget is different from bills to come. Some bills include \$, have to be at leg counsel by this Fri, Feb 19 is last date to introduce any. A few are known to be planned for introduction.

All this will cost a lot of \$. There are various plans & agencies responsible for funding eg CA Energy Commission, CARB etc.

City of Berkeley report on proposal to reduce parking requirements at council Jan 25 and proposal to end gas car sales (Kathy and Jack)

[Proposal to end gas car sales in 2027](#) 6PM, Tuesday, Jan 19--[Instructions to join here.](#)

(plus discussion of CBD sign-on letter to end gas car sales in 2030 plus Jack's calculations that we need to end gas car sales now to meet the IPCC 50% reduction by 2030 goal)

As a committee, what is our position about the date for the end of ICE cars?

Possible changes to parking requirements for new development, including:

- Eliminating parking requirements for certain types of housing - from single-family homes to small apartments to large projects near public transit
- Removing parking requirements in certain areas, such as within ¼ mile of BART or major bus lines
- Placing a cap on the number of allowed parking spaces for new developments located near public transit
- Requiring transit passes for residents and secure bicycle parking in larger new developments

This could come up as a state bill, so this would be a model. Coming up on 27th. There will be more activity on this Berkeley measure. EV recharging could be made available at some of the parking place & perhaps provide storage for clean energy. This is removing maxima, not all parking, however.

City Reports

Richmond--car caravan Jan 26 (originally scheduled for Jan 19)

Fremont: some new bike lanes that are well demarcated, biking on BART from Barryessa

Walnut Creek--Lisa--no update on climate emergency resolution/climate action plan.

Fremont--more bicycle/pedestrian safety improvements coming. BART is open to Berryessa.
Physically separated bikeways.

San Francisco--reactivating more bus lines. SFMTA board new members. SFCTA is the SF board of supervisors

Oakland--BRT on International is now operational. Local ridership is down about 40%; Transbay is down 90%; Broadway red bus lanes being supported by city of Oakland. Also parking requirements have been lowered near transit, encouraging unbundling.

San Leandro--rezoning around Bayfair BART to be transit oriented. Reduce Hesperian by 2 lanes to put in protected bike lanes. Money not allocated. City has two progressive new councilmembers, shifting balance of power.

Homework: [Prioritization exercise--spreadsheet](#) (Jack)

Sunday, Dec. 20, 2020 10:30 AM - 12:30 PM

<https://us02web.zoom.us/j/83670676240?pwd=Tzl5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Facilitator:

Note taker

Present: Jack, Elena, Melissa, Dean, Harry, Sara, Lisa, Jennifer, Marjorie, Ilana Weisman, Chris Peeples

Discussion:

Report on Building Code requirements for EV Ready Spaces (Jack)

[Sign-on letter](#) -- to be submitted next Wednesday, so feel free to sign on
[Press release](#)

Sign up to talk to electeds on transit funding with Voices for Public Transit (Sara)

Voices for Public Transit is preparing to visit state legislators re state funding. We are invited to go along as 350 Bay Area, largely to point out the climate benefit of this funding. If interested, sign up on their spreadsheet at

<https://docs.google.com/spreadsheets/d/1EmvJtlKna48A7az9v8StDrODj9BQQHt7CXRQisLy-B0/edit#gid=0>

Please also let me or Kathy know if you're going, so we can try to have a 350BA person in each visiting contingent.

Transit Equity Days , Feb. 3 and Feb. 4, 2021 (Sara)

<https://www.labor4sustainability.org/transit-equity-2021/>

Preferred Pricing Update-Drive Clean Bay Area (Elena)

Ended Dec 18th About 130 live leads. So far about 35 have closed deals and bought or leased EV's. The rest are in various states of process.

Diesel Truck vs Fuel Cell Electric Truck

<https://www.youtube.com/watch?v=Z1yYueiCHzA>

Mobile source strategy quote: "The earliest possible date by which staff believe conventional vehicle sales possibly could end is 2035"

- insufficient ZEV fueling infrastructure
- manufacturing scale-up constraints,
- battery and fuel cell raw material supply constraints
- uncertainty in consumer demand, particularly with lower income households.

[Jack's letter to CARB re: Mobile Source Strategy](#)

UC Davis ITS Carbon neutrality study (October 2020)

Report #1--existing conditions

P 84: In 2019, California's fuels supply chain had approximately 124,213 workers across 9,655 establishments. Gasoline stations dominate these figures, comprising a significant majority of establishments (7,064) and a slim majority of workers (63,573). Oil and gas pipeline construction, other building equipment contractors, and **petroleum refineries** are in a virtual three-way tie for second place, each with between 10,000 and **11,000 workers**.

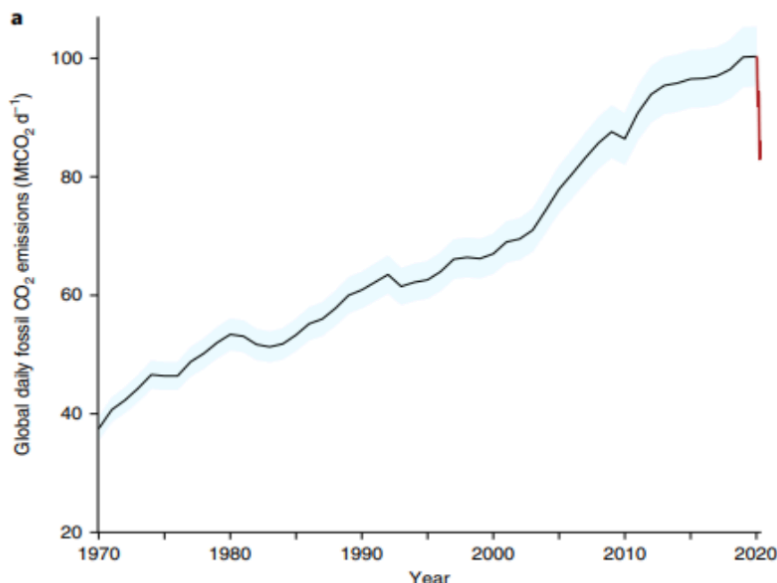
In 2019, California's vehicle supply chain had approximately 346,398 workers across 26,643 establishments. A sizeable portion of these workers (118,818) are employed by new car dealers. Other major industries include general automotive repair (39,859) and private automotive parts and accessories stores (34,950).

California's transportation services supply chain had approximately 386,825 workers across 22,564 establishments. The vast majority of these (305,227) work in industries related to goods transportation. The three

largest industries by employee count—General Freight Trucking (93,912), Couriers and Express Delivery, Services (85,029), and Specialized Freight Trucking (40,716)—together compose a majority of employment in this supply chain. This does not include TNCs.

Report #2 will calculate externality costs of petroleum use—including military costs for middle east oil, pollution, collisions, climate change and others.

Impacts of COVID:



Legislation:

Kathy Dervin is unfortunately not well - all our best wishes to her. Here is some information she provided recently.

Jim Frazier is being replaced! California Assembly Speaker Anthony Rendon appointed Assemblymember Laura Friedman (D-Glendale) as chair of the Assembly Transportation Committee (known under Frazier as Where Good Bills Go to Die)

CARB approved a \$28 million investment in clean trucks & cars

<https://ww2.arb.ca.gov/news/carb-approves-28-million-investment-clean-trucks-cars>

Letter to letter to Senate Pro Tem Atkins asking her to appoint a strong public transit supporter as chair of the State Senate. We signed with a lot of other transit-supportive groups.

<https://docs.google.com/document/d/1r9arC1cfwfPRs79SmB4TaXzt3lwLXkWiDtFu8Xcl9V8/edit?ts=5fd2ca63>

Transp Secretary Pete Buttigieg's hour-long conversation with the National Organization of Black County Officials (they discuss transit justice to a large extent) <https://youtu.be/3gcgWJnyrEg>

City Reports:

Walnut Creek Climate Emergency resolution--some pushback

Marjorie--Berkeley parking reform ordinance; transportation demand management for buildings; public hearing on January 26th.

Richmond--Zeneca site was approved by lame duck council without full remediation.

Funding for pedestrian and bicycle projects in Contra Costa County. Transportation Development Act project applications due Jan 28. Active Transportation funds--statewide--\$31 billion??-- Measure J?? Coordinated by MTC. Congestion Management Agency at county level; and at city level

Fremont--Jennifer--some projects to explore

San Francisco--Howard Street -- lanes would jog for bike paths/right turns/where do cars park/hard to follow. Lots of new bike lanes. Lots of installation/temporary changes.

San Francisco--layoffs of 1/4 of workers at SFMTA, mostly operators.

BART offered early retirement. Losing staff.

Announcements:

Tues Jan 5, 9:30–11 a.m. Plan Bay Area: MTC webinar about transportation, housing, economic and environmental strategies included in the Final Blueprint for Plan Bay Area 2050 and the draft methodology for allocating the > 441,000 housing units that state law requires. Zoom link:

<https://bayareametro.zoom.us/j/89584485008?pwd=djZSTVBWRTMzSkld3U2NlVqVkRudz09>

Passcode: 011333

Phone: +14086380968; 89584485008#

Fremont Fleet Electrification Study Regional Working Group – Final Session (Jack)

Summary of Project Outcomes, Best Practice Guide and Next Steps

Tuesday, January 26th at 11:00am-12:30pm

The webinar link will be emailed to you after you register

[**RSVP HRE**](#)

The City of Fremont is conducting a study on municipal fleet electrification and Distributed Energy Resource (DER) development funded through the Bay Area Air Quality District (BAAQMD). A key objective of the study is to develop fleet and facilities assessment tools to support regional peers on fleet electrification analyses. As a part of the study, the City of Fremont plans to convene a Working Group of relevant stakeholders, to review work products, provide input on draft materials, and gather recommendations for best practices. The final product of the study will include a best practice guide with programmatic approaches to support other jurisdictions in their electrification pathway.

Ayala Presley fare free transit resolution -- AC Transit -- January 13th. (Jovanka)

Sunday, Nov. 15, 2020 10:30 AM-12:30 PM

RSVP at

Zoom link

<https://us02web.zoom.us/j/83670676240?pwd=TzI5NFdwRVVtRVhmNDhBaHdaZlUvZz09>

Facilitator:

Present: Mark Roest, Jack, Elena, Jennifer Neff, Bill Pinkham, Jovanka Beckles, Harry Chomsky, Lisa Jackson, Melissa Ruhl, Kathy D, Sara G, Chris Peeples, Bruce Wolfe

1. [Voices for Public Transit sign-on letter to MTC](#)

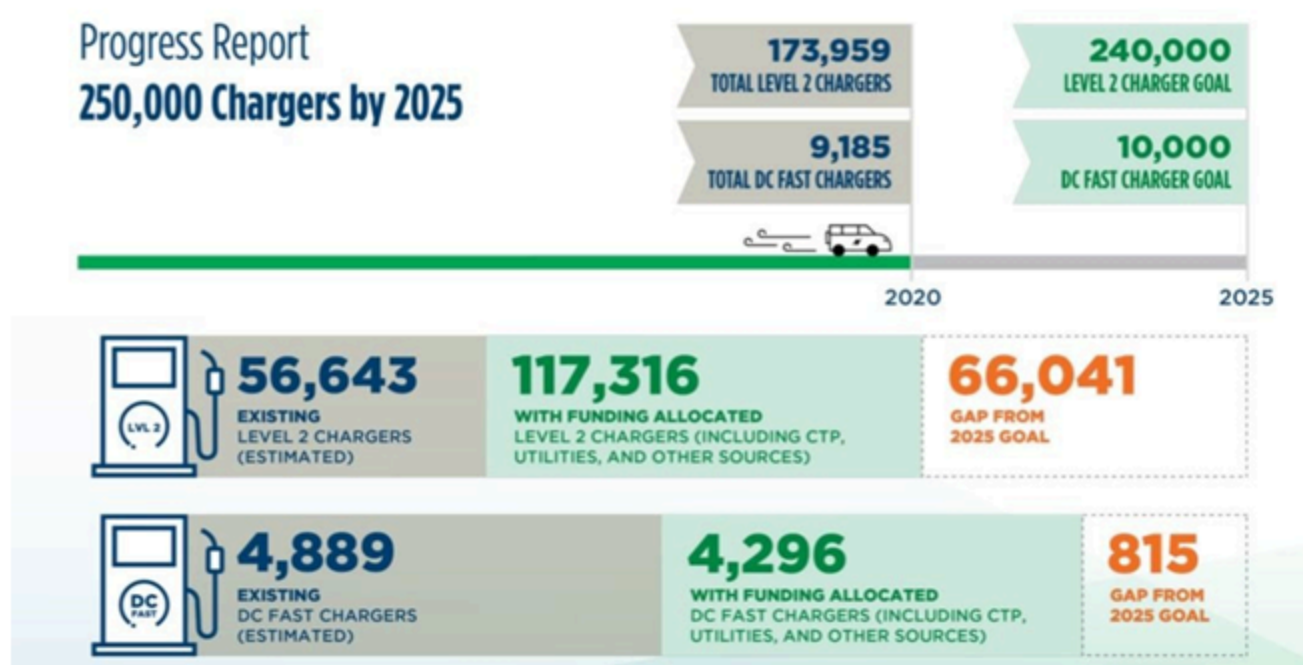
All Public Transit in our region is in dire trouble. MTC has been asked to allocate more money to safety and to operations. \$2.3 B Budget deficit for local agencies. Letter to MTC is asking them to move budget from capital funds into safety and operations. Impact especially on rail and VTA. Bus agencies--AC Transit and Muni have other sources of funds. (Asking organizations to sign by Wed Nov 18. All 350's are asked to sign on, as well as other regional, local organizations. Later, State and Federal lobbying is contemplated. State will be a difficult ask given large budget deficit.

2. Preparing for 2035-Discussion

What do we need to do to get ready for the transition to Electric Vehicles in the State of California?

- One of the things we'll need is a robust charging network

CEC money for charging infrastructure (from GreenTechMedia 10.16.20)



Chris said that CPUC , CEC and CARB all planning on charging. And big IOU's have role. Billions are being spent by IOU. For heavy duty vehicles, needs to be a cabal of big IOU's, the governor, all the agencies.

3. What can we expect at the Federal Level for Transportation?

This is from a Webinar held this past week by Forth Mobility. Staff from Sen Merkley (OR) and Congressman De Fazio (Eugene, OR), Chair of Transportation and Infrastructure Cmt., and others discussed these and other other Transportation issues.

Without Congress, Regulatory :

- Reinstates the California Framework, the agreement with the 4 OEM's and CARB on fuel economy standards, and bonus credits for ZEV's. This could become the national standard.
- Reinstates the California waiver to set higher standards for emissions and for ZEV's . In the past two years Colorado and Washington have joined the other 12 States, for a total of 14 States that follow California.
- Reinstates the Renewable Fuel Standard, which allows renewable fuel credits for ZEV's. (it is not just for biofuels) This requires no change of law, just directing the agencies to take action on existing standards. Analysis indicates it would add 1.4M PHEV and 3.5M BEV's above a business as usual scenario.

With Congress, Legislative:

- Extend \$7,500 EV Tax Credit--Stabenow bill
- Tax Credit for Charging Stations--reform and extend existing tax credit
- De Fazio Bill put forth as part of HR2 (Moving Forward infrastructure bill), contains \$1.4B for building out the national charging infrastructure. It has already passed the House and the relevant committee in the Senate.

Appeal to Republicans, according to the electeds staff: Transportation bills create millions of good paying union jobs. Frame it as economic competitiveness, not outsourcing American's jobs, innovation.

4. California Transportation Plan--[Draft plan for comment, August 2020](#)

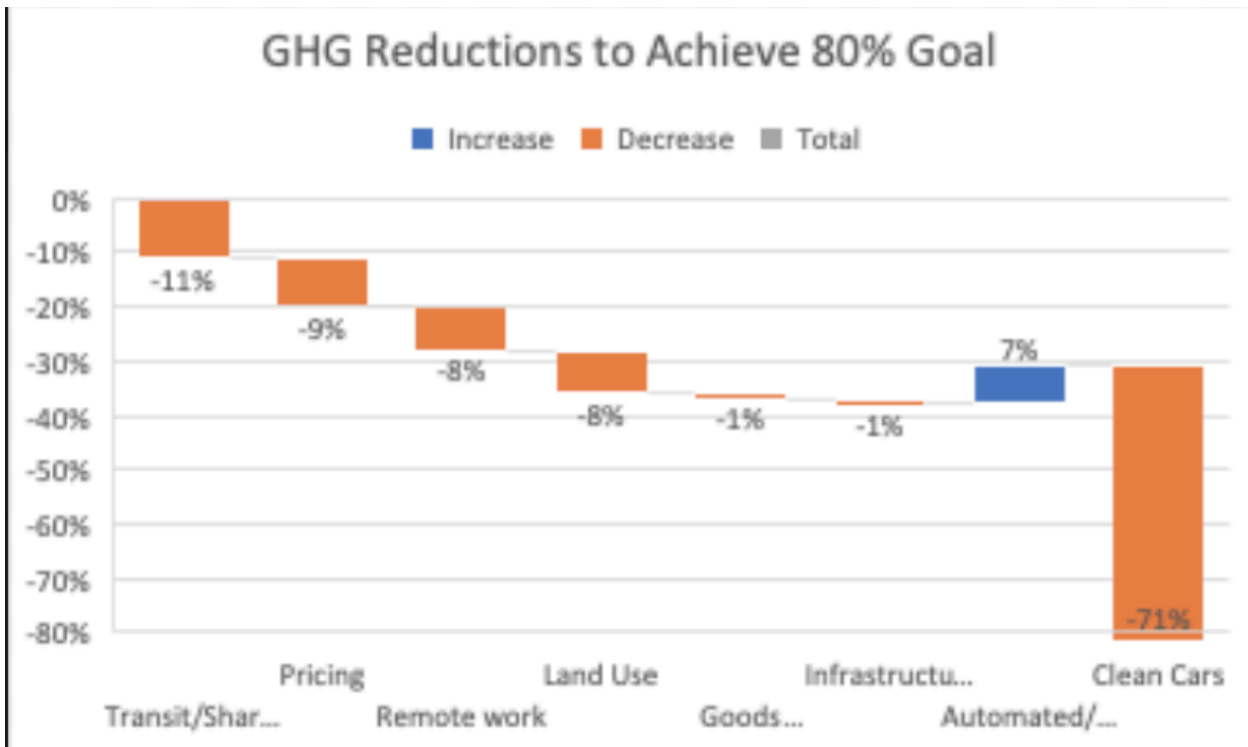
[Comment letter from Climate Plan](#)--we joined about 25 other groups signing this

- CTP doesn't address Covid
- need to find new ways to fund transportation that are equitable
- ensure equity and community participation -- [Mobility Equity Framework](#)
- how will ZEV goals be achieved, with emphasis on low income communities

[Jack's letter to Caltrans 10-20-20](#)--includes graph below

- shows CTP plan to achieve **80% reduction in GHGs by 2050.**
- transit assumes 50% reduction in transit headways
- transit assumes completion of high speed rail project
- pricing assumes 50% increase in road pricing
- plan was released before [EO N-19-19](#) to end sale of gas cars by 2035

--remote work projection is consistent with our estimates from teleworking--[Telework webinar 9-17-20](#)



[CARB Mobile Source Strategy presented October 5](#) --

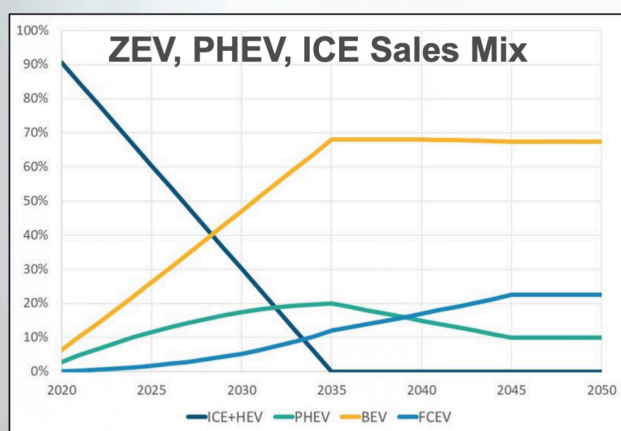
--does include Executive Order N-19-19

--does not have detailed plan on how to achieve ZEV goals

-- includes graph below, which suggests 8 Million EVs by 2030--i.e. More than the current 5 million goal

--requires 25% VMT reduction by 2035--no clear plan on how to achieve that. Southern California Area Government's 2020 Regional Transportation Plan includes congestion pricing through cordon zones and managed express lanes, a regional mileage-based user fee, and a TNC user fee

Input Assumptions – Vehicles & VMT



- New conventional vehicles, including non-plug-in hybrids
 - 2%/yr GHG reduction 2026-2035
 - NOx tailpipe kept at 2025 levels as ZEV sales scale up (no back-sliding)
- Aggressive reductions of vehicle miles traveled beyond SB 375 Sustainable Communities Strategy (SCS) commitments
 - SCSs: 19% below 2005 levels
 - Scenario: 25% below 2005 levels



23

5. Election news

State/national transportation propositions roundup? (this info from an email from Kathy)

Good:

Berkeley, CA [approved a tax on Transportation Network Company trips](#) of \$0.5 per private trip and \$.25 for pooled trips.

San Francisco Bay Area, CA voters in the counties of San Francisco, San Mateo, and Santa Clara [approved Measure RR](#), which will implement a sales tax to [fund improvements on the Caltrain commuter rail system](#).

San Francisco, CA [approved Proposition K](#), which authorizes the city to develop or acquire 10,000 units of low-income rental housing.

Denver, Colorado. [Voters approved Measure 2A](#), which increases the city's sales tax [to fund green initiatives](#) that reduce greenhouse gas emissions, including public transit.

Bad:

· **California** [approved Proposition 22](#), one of the most closely watched ballot initiatives around the country and the [most expensive ballot initiative in California history](#). Proposition 22 [overturns a state law](#) requiring ride-hailing companies to treat drivers like employees, rather than contractors.

· **California** [rejected Proposition 21](#), which would have [allowed more rent control limits to be set by local governments](#) around the state to address the state's housing affordability crisis.

6. **MTC Draft 2021 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 TIP**

The Draft 2021 TIP and Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and 2021 TIP is available for public review starting November 9, 2020. The documents will be posted on the MTC web site at mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

Interested persons are invited to comment on these documents during MTC's **December Programming & Allocations Committee meeting**. The public meeting is currently scheduled for **Wednesday, December 9, 2020, 9:45 a.m.**, or immediately following MTC's Administration Committee meeting, whichever occurs later.

Detailed instructions on participating via Zoom are available at:

mtc.ca.gov/how-provide-public-comment-board-meeting-zoom. The meeting Zoom link and accessibility instructions will be posted to: mtc.ca.gov/whats-happening/meetings no less than 72 hours prior to the public meeting.

City Reports--

Berkeley had draft pedestrian plan--Kathy and MaryAnn made comments; pushing for walking and biking;

Berkeley EV roadmap came out this summer--how to prioritize?

Richmond--e-bike program won't be in place until spring. Rebate of \$300 for low income for ebike purchase from Contra Costa County. Signage on Richmond Greenway.

Fremont--Centerville complete streets pilot program will be put in--4 lanes down to 3 lanes; will put the striping in and get feedback but road is in poor condition which makes it hard for bikes.

Oakland general plan being updated

San Francisco--prop B--streets and sanitation department; DPW and better Market Street plan slashed their vision--e.g. Sharrows vs protected bike lanes.

Announcements

5th Climate Emergency Mobilization Summit--November 20--9 - 11 am cemtf.org

Webinar on housing coming up sponsored by Bay Area Action

Biketopia party on Dec. 19

Kathy- Bkly Hub statement
Class on Amsterdam

Sunday, Sept. 20, 2020 10:30 AM-12:30 PM

RSVP at <https://actionnetwork.org/events/transportation-members-meeting-sept-2020/>

Zoom link <https://us02web.zoom.us/j/83026634796?pwd=ay9uaFdsKzRPZ3JXZ0RVRi9tbFFRZz09>

Facilitator:

Present: Bill, Jennifer, Sara, Elena, Melissa, Cass, Kathy, Jack

CEMTF summit--Sept 25--two transportation workshops register here: cemtf.org

Roadmap to EVs

Clean Trucks and Buses

BUSES: <https://cal.streetsblog.org/2018/12/14/all-california-transit-vehicles-must-be-zero-emission-by-2040/>

TRUCKS:

What questions do the existing Roadmaps raise in terms of meeting the State Goals or IPCC for Transportation? [EV Roadmap strategies](#)

Berkeley EV roadmap adopted July 2020.

https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Energy_and_Sustainable_Development/City%20of%20Berkeley%20Electric%20Mobility%20Roadmap_2020.pdf

What things can we do to help meet our transportation goals?

Oakland A's new stadium--\$1.4 billion in access subsidies requested from Alameda County

Transportation Authority

--general issue of [County Transportation spending](#)

City Reports

Fremont Climate Action plan community workshop

San Francisco--Muni metro went down. Software problems have been upgraded. Probably for the rest of the year. Using buses.

Legislation

Discussing our goal for phasing out ICE cars (2025, 2030, 2035?) (rememb AB 1745 had the goal of no more ICE cars by 2040 and AB 40 set goals for ↑ EVs for 2030 and 2035:

We support CEJA, Sierra Club, EarthJustice call for 100% ZEVs by 2030.

(AB 40 - 2019) This bill would declare it is the policy of the state to place at least **5,000,000 zero-emission vehicles on state roads by 2030** and **10,000,000 zero-emission vehicles on state roads by 2035**. The bill also would require the state board to limit vehicle eligibility for the Clean Vehicle Rebate Project to only those vehicles manufactured by companies that have entered into a specified agreement that has been adopted by the state ~~board~~, *board and* to post that agreement on the state board's internet **They went nowhere in the legislature.**

AB 841- Send a note to the Governor urging him to sign AB 841 <https://govapps.gov.ca.gov/gov40mail/>

Click comment and click PRO and then write your comment urging the Gov to sign this bill.

AB 841 https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB841

TRANSIT

VOICES for public transit coalition

Update Mobile source plan update -- ARB has to quantify whether they are meeting SB32 goals; release in September; workshop in October. **NO DATE OUT YET**- Here is the last meeting from March

https://ww3.arb.ca.gov/planning/sip/2020mss/pres_marwbnr.pdf

(NOTHING NEW YET) Exec order 19-19 is going to have listening sessions under CalSTA.

Announcements:

Bike to Wherever Day--Thursday--9/24--sfbc, bikeeastbay.org, energizer stations

National Drive Electric Week

In celebration of National Drive Electric Week, 350Bay Area, municipalities and non-profits have teamed up through the **Drive Clean Bay Area** collaborative to offer a line-up of virtual events:

Electrify Your Ride, Saturday, September 26, 4-5:30pm : Explore a variety of EVs and engage with EV and e-bike owners to learn what they love most about driving electric. Presented by Cool the Earth.

Electric Cars 101, Wednesday, September 30, 5-6pm: Learn about benefits of driving electric, vehicle range, charging, rebates & incentives, consumer resources, and lots of Q&A. Presented by 350 Bay Area, City of Berkeley and the Ecology Center.

Drive & Ride Electric, Thursday, October 1, 1-3pm: Meet EV owners and learn about electric vehicles and e-bikes, financing, rebates, incentives and other local resources. Presented by the City of Richmond.

Domingo, 4 de Octubre 4-5 pm: Clínica de Incentivos Financieros Para Vehículos Eléctrico Conozca los numerosos programas de asistencia financiera que pueden hacer que la propiedad de un vehículo eléctrico sea una realidad para usted y su familia. Presentado por Acterra.

Register for all National Drive Electric Week events at: <https://drivecleanbayarea.org/ndew/>

COMING SOON **Drive Clean Bay Area Preferred Pricing Program**– great discounts on popular electric cars and plug-in hybrids. Limited quantities available – **sign up now** for priority placement. By signing up, there is no obligation.

Current Preferred Pricing The City of San José has partnered with Capitol Chevy, Capitol Hyundai, Capitol Kia, Premier Nissan of Stevens Creek, and Stevens Creek Kia to offer extra discounts up to \$3,000 on seven electric vehicle models beginning August 1 and ending October 31, 2020. Customers can stack these dealership discounts on top of local, state, and federal rebates for up to \$13,000 in savings! Anyone living in the Bay Area can participate. **Sign up now** at <https://sanjosecleanenergy.org/drive-electric/> **Questions?** Email Emily.Breslin@sanjoseca.gov

Sunday, Aug 16, 2020 10:30 AM-12:30 PM

Facilitator: Jack

Present: Jennifer, Sara, Jack, Elena, Kathy, Bill, Allison, Wendi, Emily, Chris, Cassandra

Notetaker:

Link to meeting <https://us02web.zoom.us/j/82608619522?pwd=bCtEb3BtZTVZUWxjNnp6YS8xbUFzQT09>

MTC Plan Bay Area 2050

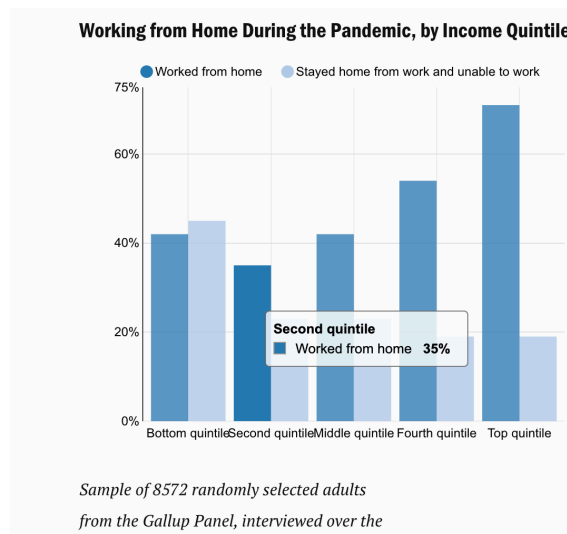
We will use the survey as a departure point for a discussion of issues about MTC, their GHG reductions and the recent steep increase in telecommuting.

Jack and our Telecommuting group will present some of the issues for the discussion.

Survey draft: <https://forms.gle/49kAUMsci6SeQmaW6>

Webinar on Telecommuting, September 17, 4:00 PM

Urge people to telecommute/education campaign. Little or no cost. Could encourage suburban sprawl. Can support local business as opposed to businesses around office buildings. True that it addresses higher income people, but they are the ones who pollute the most. BAAQMD has a campaign aiming for 25% telecommuting (up from pre-Covid 6%).



Covid-19 & Transportation

Legislative Report

Included support for two housing bills--AB1279 would have created more housing in high resource areas; SB902 (Weiner) would allow cities to change their zoning to encourage higher density near high jobs and transit rich areas; Greenlining supports; Planning & Conservation League also OK with the bill; in appropriations now and is likely to pass;

\$27 million for CARB electric truck program from Volkswagen settlement.

Mobile source plan update -- ARB has to quantify whether they are meeting SB32 goals; release in September; workshop in October.

AB841 (Ting) is moving forward; has labor support for EV charging/healthy schools; has been amended; doesn't push CPUC to spend \$ on EVs

Bicycle parking bill died; require more bike parking.

Difficult and disappointing year.

Mary Nichols is retiring in December. Business Dems put in term limits to get rid of Nichols. Oil companies despise her. Similar to Coastal Commission neutering.

City reports

San Francisco--headway based transit routes vs. scheduling.

Silicon Valley poll of how to raise funds for transit; sales tax and fare box doesn't work.

Fremont -- Centerville complete streets--<http://www.fremont.gov/CentervilleCompleteStreets>

Includes EV charging spaces; bus islands outside the bike lanes

Berkeley -- Electric mobility plan July 27th. Fossil fuel free goal. Berkeley--transportation is 59% of emissions; 58 actions--walking/biking/replacing ICEVs with EVs/community engagement/equity focus; Tom Lent encourage e-bikes; open streets need better signage; ballot measure Utility Users tax that exempt low income from entire UU tax--CARE/FERA programs/ \$2.4 Million per year; Berkeley DOT will issue citations

Bike to work day is cancelled until next year.

Oakland passed ECAP

Sunday, July 19, 2020

ly 19, 2020 10:30 AM-12:30 PM

<https://us02web.zoom.us/j/88689651888?pwd=ZE84emxpeTcycmlTUHZiOE5DTFhLZz09>

Facilitator: Jack

Present: Lisa Pierce, Jack Fleck, Mark Roest, Sara G, Jennifer Neff, Lisa Jackson, Kathy Dervin, Lawrence Abbott, Harry Chomsky, Melissa Ruhl, Karen Harrington, Bill Pinkham, Elena, Chris Peeples, Marjorie Alvord, Cassandra

Notetaker:

Update: Electric Truck Rule - EV Trucks will be phased in in CA, other states are joining in (most of the states that have adopted our vehicle emissions standards).

15 states and DC have agreed to adopt/support CA's goals for electric/zero emission truck rule. This makes the market signal much stronger that there will be a real market for these vehicles.

Report from teleworking team

MTC, BAAQMD, WSP (commute benefits administrator), Columbia Alum in NoCal have set up calls with these groups to gather information. Will have a meeting with BAAQMD to hear more about a pledge re: teleworking, and they will hope to persuade them to make it stronger.

Discussion of Climate Emergency Mobilization Summit on July 24

CEM Summit in City planning/Housing workshop where Dave Vautin

From Plan Bay Area will be speaking July 24, 9:45-11:30

Sign up at [Cemtf.org](https://cemtf.org)

[Handout for City Planning/Housing workshop](#)

Volunteers to help take notes/facilitate breakout groups.

[Put your name in the chat if you can volunteer](#)

Legislative Report/Related to housing/transportation: The 350 BAA Leg Cmt has endorsed 2 new bills:

[AB 1279](#)--housing near "high opportunity areas"; expedites low income without displacement, charges a fee for market rate housing. (Sponsored by Public Advocates, CRLA and Western Center on Poverty.)

[AB 3153](#) - requires bike parking in new housing developments (Sponsored by Cal Bikes)

We are still looking at a couple of housing bills (SB 902, SB 995)

AB841--Phil Ting--EV charging infrastructure--push CPUC to go faster; no position yet; CPUC has money but has only approved a pilot program; use money that has been earmarked

MTC Plan Bay Area 2050 workshops

<https://www.planbayarea.org/2050-plan/blueprint/blueprint-public-comment>

Public comment period closes August 10, 2020.

You can comment via email or website on the [Blueprint Strategies](#) PDF, [Blueprint Outcomes](#) PDF, and [animated video \(link is external\)](#)

and provide feedback via one of the following methods. Email feedback info@planbayarea.org or fill out the form at the [workshops](#) link, where the workshop schedule and links are posted.

Each virtual workshop will have a specific county focus.

Alameda: Monday, July 27, 5:30 PM to 7:30 PM - [via Zoom](#) (Jennifer, Kathy, Jack, Karen H)

Contra Costa: Monday, July 20, 6:00 PM to 8:00 PM - [Zoom](#)

Marin: Saturday, July 18, 10:00 AM to 12:00 PM - [Zoom](#)

Napa: Wednesday, July 15, 5:30 PM to 7:30 PM - [Zoom](#)

San Francisco: Wednesday, July 29, 5:30 PM to 7:30 PM - [Zoom](#) (Sara, Melissa)

San Mateo: Wednesday, July 22, 5:30 PM to 7:30 PM - [Zoom](#)

Santa Clara: Wednesday, August 5, 11:30 AM to 1:30 PM - [Zoom](#)

Solano: Thursday, July 30, 5:30 PM to 7:30 PM - [Zoom](#)

Sonoma: Wednesday, August 5, 5:30 PM to 7:30 PM - [Zoom](#)

[All the district meetings are with local electeds on the MTC Board. Good for them to hear from us at their offices, as well. And good if you already have a relationship with them.](#)

The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.	ANNUAL INCIDENTS, PER 100 MILLION VMT		2015	2050 TREND		2050 BLUEPRINT	
	Fatalities		0.98	0.99		0.91	
	Injuries		4.23	4.35		4.20	
Total fine particulate matter emissions (PM _{2.5}) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.	DAILY PM _{2.5} EMISSIONS (TONS)		5.5	5.7		5.2	
WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?							
Draft Blueprint strategies result in a drop in CO ₂ emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO ₂ emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate “zero occupant” mileage.	CHANGE IN DAILY CO ₂ EMISSIONS PER CAPITA RELATIVE TO 2005		2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
	Cars and Light-Duty Trucks (SB 375)		0%	8%	-9%	14%	-3%
	All Vehicles (Including Fuel Efficiency Gains)		-7%	-36%	-42%	-38%	-43%
With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.	COMMUTE MODE SHARE		2015	2050 TREND		2050 BLUEPRINT	
	Auto: Single Occupancy		54%	42%		40%	
	Auto: Other		21%	19%		18%	
	Transit		14%	19%		20%	
	Active Modes (Bike/Walk)		5%	6%		8%	
	Telecommute		6%	14%		14%	

Notes: Plan Bay area will not achieve CARB's goal for 19% per capita GHG reductions (9% likely)

Automated vehicles could increase Single Occupancy Vehicles (SOV)

No mention of need to require AVs to be electric?

No mention of IPCC/CA goals of eliminating GHGs by 2050.

Federal Legislation

Congress' Climate Crisis Action Plan--\$2 Trillion--

KD Note: The 350 BAA Legislative Cmt has formed a new subcmt on federal legislation which had its first meeting yesterday and will be developing a structure for looking at federal legislation post elections. We'll need to come up with some additional structure for managing this work as we have not done much on federal legislation (and there was no point to do so with Mitch Mc Connell blocking everything in the Senate).

--\$45 billion in funding for states, cities, and municipalities to make electric vehicle charging infrastructure

--Double federal funding for public transit

--Moving Forward Act (H.R. 2) requires the DOT to establish new performance measures for greenhouse gas emissions

-- New Opportunities to Expand Healthy Air Using Sustainable Transportation (NO EXHAUST) Act of 2020 (H.R. 5545). The NO EXHAUST Act authorizes \$2 billion per year through 2030 to provide rebates to state and local governments and private entities that purchase electric vehicles; \$2.5 billion per year through 2030 for large-scale projects to electrify the transportation sector; and \$2.5 billion per year through 2030 to

accelerate the domestic manufacturing of electric vehicles. . .The state transportation plan must include initiatives to deploy electric vehicle charging infrastructure, modernize the power grid to accommodate vehicle charging, and leverage electric vehicles for their energy storage capacity.

-- Invest in America/Moving Forward Act (H.R. 2) for Surface Transportation and Public Transit. (\$1.2 Trillion). Section 1303 of the bill establishes a \$350 million annual competitive grant program at DOT to deploy electric vehicle, hydrogen, and other fueling infrastructure. This passed the house.

--Develop Model Building Codes and Rebates for Electric Vehicle Supply Equipment

Update Voices for Public Transit coalition (Sara and Kathy represent us, and Chris P is on too and someone from 350 CC)

ATU Petition for safe public transit <https://actionnetwork.org/petitions/california-ride-safe-campaign/> to demand action by local transit systems to prioritize worker and rider safety. People of color and low-income workers are being disproportionately impacted by the failure of transit agencies to put the safety of its workers and community members first. ATU is aiming for 10,000 signatures across the state by August 1. They would like everyone to get this petition out to their networks.

Lobbying MTC commissioner - social media kit

<https://drive.google.com/drive/folders/1bbjOmXtnauLuFWVUZBKZ1ENhNH5qDAzY?usp=sharing>

City Reports

Oakland ECAP final draft. [Make comments here](#). Attend hearing Monday 1:30 pm--details here. hearing is Monday, July 20 at 1:30 pm (ECAP is the second item, so it should come up by 2:00) [Link to hearing documents](#) Link to instructions on [how to participate in the zoom hearing](#)

Berkeley staff will be giving a 2020 progress report on the city Climate Action Plan to council on July 21. The 350 EB Berkeley Hub is drafting comments pushing for much stronger actions on transportation emissions. Pushing to open up more streets to Open/Healthy streets for walking and biking.

Fremont: BART opened up stations south from Fremont to San Jose (Berryessa). There will be a meeting on August 12 for Centreville for better bike lanes, complete streets . Bike lanes are being more clearly marked so that right turn is clearly only for bikes, not cars.

Richmond -- bike plan is not happening. Lanes are discontinuous. Eliminated bicycle police.

San Francisco - Caltrain funding mired in weird/typical Bay Area transit governance; Muni is running 28 of 68 routes.

Albany — Long-term development plan for San Pablo Ave being discussed at Planning & Zoning Commission meeting 7/22. Albany Strollers & Rollers will advocate for increased height & density, reduced (eliminated) car parking requirements, stronger bike parking reqs

San Leandro--is working on divesting from Wells Fargo

Next meeting Sunday, August 16, 10:30am - 12:30pm

Sunday, June 21, 2020 10:30-12:30pm

Zoom

Facilitator: Jack

Note-taker:Elena

Attendees: Jack, Sara, Elena, Harry, Jennifer N, Allison, Kathy, Chris, Mark R, Kelly, Shruti, Melissa, Lisa, Bill P, MaryAnn, Jennifer H, Lawrence Abbott

EV Truck rule hearing Thurs June 25

Working on rulemaking at the ARB on moving from Diesel trucks to Electric/ Zero Emission Trucks. We sent 650 comments/petition signatures. Now the Board will be taking up this issue on the 25th, it will be heard in the morning. This is going to be huge--a national precedent. 2 of Leg people will be speaking. Also trying to keep some social media going on this @Electrictrucksnow on Twitter. Kathy can share social media kit with Lisa when she gets it from partners.

Voices for Public Transit

Money coming into the Bay Area for transit issues--\$1.3B from CARES Act. Voices has a list of demands : protect workers (drivers, etc), protect riders--strong equity issue, among others. Wants more equity focus on these funds. Sara and Kathy will send a follow up e mail to the google group.

Petition: <https://transformca.salsalabs.org/protect-transit-workers-riders-2020/index.html>

Discussion

Plan Bay Area--update report, part of planning a workshop for the Climate Emergency Mobilization summit on July 24. Invite people to participate in this workshop process [Jack's notes](#). Please get in touch with Jack if you want to help.

Update from Teleworking team (Lisa, Wendi, Jack, David, Roopak, Jamie)Rd

Lots of companies and municipalities are talking about this and want to encourage it. How to make this message more about the Climate to reduce VMT when they work from home as well? Since people use their cars locally when they work from home. How to get people to use other mobility sources instead of cars when they work from home? Talking to BAAQMD, who is working on this as well, Perhaps we can piggy back on their efforts. Still waiting to see what BAAQMD is going to put out

State efforts and National Stimulus funding for Transportation -should we as a committee turn our attention to the Federal level?

State level: Excerpt from CA Green New Deal sign on letter to Governor Gavin Newson:

Mobility: Move freely within and between communities, and access to safe, affordable, zero-emission and reliable transportation choices, including public transit.

a. What we don't want:

i. Rollbacks of fuel efficiency and air pollution standards

b. What we want now:

i. Funding to help public transit agencies survive the COVID-19 crisis, including PPE equipment for transit workers and riders, and thorough sanitation for buses and trains.

ii. Fare-free services for essential workers.

c. What needs to be addressed long-term:

i. Improved public transportation infrastructure and operations in disadvantaged communities, including connectivity of unincorporated communities to business centers, medical services, public spaces and resources.

State Environmental funding is evaporating:

350 BA Action (our Legislative and Elections group) gave a report about the state budget, and in particular, the state of the Cap and Trade Money (which is formally called the Greenhouse Gas Reduction Fund, GGRF):

The State Dept of Finance has already cut back funding that the various state environmental programs (including the rebate program) expected to get this year. These programs were originally allocated \$720M, based on assumed revenue from the cap and trade auctions, for the 2019-2020 budget cycle (that ends June 2020). However, the small proceeds from the May Cap and Trade Auction (\$25M) required cuts of \$180M to the programs. So agencies have to end the FY (June 30, 2020) on the short side.

The GGRF funding after July 1 has not been put into the budget yet, because the Legislature and Governor don't agree. Gov wants to use GGRF (as it rolls in) "discretionary" program funds on clean water, forest management, and hot spots (vulnerable communities near high carbon emitters). Leg wants to be in charge of deciding how to use GGRF (and this puts CARB much more in charge, with some funds going to other agencies). LAO (Leg Analyst's Office) in its budget report chides Gov for trying to take over Legislature's budgetary duties, and how to allocate GGRF is one of the issues.

However with so little funds expected to go to GGRF from Cap and Trade auctions, this may be a moot point. But Leg has final word on budget, although Gov has to sign the budget bill.

At the Federal Level: ReWind Act

<https://www.govtrack.us/congress/bills/116/s3611/summary>

DeFazio has a good transportation bill but unclear if the bill will do anything in the Senate.
California and other states in coalition are going to get together to talk about GND going Federal.
Elena and Kathy get together to talk about Leg and Trans on this issue of Federal legislation.

Legislation

SB288--CEQA Exemption for transit projects (Weiner)

Excerpt from Bill text:

CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, as specified.

This bill would revise and recast the above-described exemptions and further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit, as specified, and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities; and projects for the repair or rehabilitation of publicly-owned local, major or minor collector, or minor arterial or major arterial bridges, as specified. The bill would require those exempt projects to meet additional specified criteria. The bill would require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided.

This bill would exempt from the requirements of CEQA projects for zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities. By requiring a lead agency to determine the applicability of this exemption, this bill would impose a state-mandated local program.

Sierra Club is opposing this.

News

Lyft says it will go all electric by 2030.

<https://www.greentechmedia.com/articles/read/lyft-pledges-100-percent-electric-vehicles>

CDC recommends driving alone in your car

<https://www.npr.org/2020/06/16/874750935/cdc-now-recommends-driving-alone-but-what-if-you-dont-have-a-car>

Atlantic Article--maybe Transit is safe

<https://www.theatlantic.com/ideas/archive/2020/06/fear-transit-bad-cities/612979/>

City Reports

Richmond-- Rental bike share is postponed due to China supply chain

Oakland--lots of street closing for slow streets,

SF Transit Riders pushing to keep building transit-only lanes, SF Bicycle coalition doing similar for bike lanes. Slow streets need compliance of cars to work well

East Oakland--also need more car compliance

Berkeley --1.5 miles Walk-Bike Berkeley

Albany--has had consideration of doing same, but has not so far, often people walk in the streets to social distance.

All transit agencies were required to report to CARB how they will be carbon free by 2040. Chris will put AC Transit's in the chat or send an e mail on their report.

Sunday May 17, 2020 10:30AM - 12:30PM

Join Zoom Meeting

<https://us02web.zoom.us/j/86493971405?pwd=emkyTWg3Vnhjd2tOV1RQeERPajN5dz09>

Meeting ID: 864 9397 1405

Password: 065314

Facilitator: Jack Fleck

Notetaker: Elena

Attendees: Jack, Sara, Elena, Bill Pinkham, Jennifer Neff, Kathy Dervin, Wendi Kallins, Melissa Ruhl, Lisa Jackson, Chris Peeples, Lawrence Abbott, Aaron Reaven

Legislation

Most transportation bills are not moving forward due to budget constraints. Most of the climate program will be cut. Regulatory: Clean Truck Rule was put out by ARB for 30 day comment period, notwithstanding much pushback. Working on getting as many comment letters sent during comment period (until May 28)--individuals and groups. Would set a goal to have 300,000 EV trucks in CA by 2035. No rebates or incentives and huge need for infrastructure for charging.

Chris mentioned that hydrogen trucks can work really well, and they need much less infrastructure. Kathy mentioned that its Zero Emissions, not only electric.

ARB Clean Truck Rule - comment deadline May 28

We signed on to a letter to CARB about it and want members to submit comments. There is a [rough draft of an action plan](#) involving Action Network, Twitter, Facebook etc. The 350 BA legislative group has a transportation action subgroup (Kathy & Hugh) that has worked on this. We need to get the word out quickly since the comment deadline is May 28.

AB 2168 pulled by sponsor, would have required streamlining of EV permitting at city level - possible to push streamlining via local officials?

What about AB 1236, (2015) which seemed already to require streamlining of EV permitting?

AB 2145 (Ting) EV charging plan still waiting to see if it will get a hearing-- long shot

Telecommuting team report--Lisa, Wendi, Jack (20-25 min)

<https://drive.google.com/file/d/1JBQj20d3ytxrsdwlQpReoIUz7raDI6WB/view?usp=sharing>

No money for EV Rebates

No money for EV incentives in Newsom's new budget because cap and trade revenue is way down and money within the fund is being transferred to 3

other priorities - AB 617 air pollution hot spots monitoring, Safe and affordable drinking water and healthy forests and wildfire prevention and response. Waiting to see what comes in from May 20 auction but revenues are not looking good.

Federal bail out of car companies/fossil fuels; ReWind act

<https://www.merkley.senate.gov/imo/media/doc/20.05.05%20REWIND%20Summary.pdf>

supporting clean cars in federal bail-out

tations--[Sonoma County efforts](#)

below from Paris:

on the cost and energy intensity of e bikes. Compare very favorably to EV's.



City Reports:

Berkeley: Working with Walk Bike Berkeley to open streets for walking and biking. City Mgr seems to be opposed, City Council wants to open streets and sidewalks also so that restaurants can have dining *al fresco*.

City Mobility plan is supposed to be coming out soon. 350EB has commented on this.

Oakland: has been putting in a lot of barricades to close the streets for walking and biking.

Alameda County just voted \$100M for policing and jails each year for next three years. That would mean cuts in everything else. Hard to understand in the current context of covid and greatly diminished funding. SF: MUNI fare increase proposed from \$2.50 to \$2.80 for Clipper Card users. Fight has gotten nasty. This fight will have a huge impact on other transit measures in SF. This was planned before the covid lack of revenue.

Kathy and Sara will be looking more in depth about transit and what sorts of principles we support as the cuts are coming.

Chris reported that AC Transit transbay rides down about 90%, local use down about 75%. AC Transit concerned about sales tax (about 40% of revenue). Projection about 3-4 years before funding comes back.

Sunday April 19, 2020 10:30AM - 12:30PM

<https://zoom.us/j/25576629?pwd=MHRlcmIMdWNGQ1FBZzIVSHJTM1JLdz09>

Let's use this conference call 515-604-9094 passcode 977-976-733 (Kathy)

On conference call: Jack, Kathy, Harry, Wendi, Lisa, Marti, Jennifer, Elena, Sara, Chris, Bill

Facilitator:

Notetaker:

Transit Funding sign-on letters:

[Letter](#) to Pelosi on federal transit funding and other things (ok)

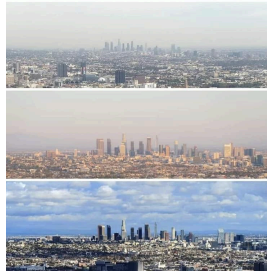
- [Climate Plan letter](#) to Newsom, Atkins and Rendon re: public transit rules/transparency, protecting public transit workers in pandemic, active transportation/open streets (ok)

[Request for calls](#) to MTC re Emergency COVID-19 Funding for Transit (estimated \$1.3 billion share of emergency FTA funding) reference [Letter to MTC](#) (*Jack and Kathy will make calls before Wednesday, other invited to join us--see script and call list*)

Letter For reference [California Transit Association](#) -- Statutory and Administrative-Regulatory Relief Measures 04-07-20 [PDF, so format is off but it is entirely readable]

The Future - preparing for best & worst case scenarios

A friend of mine who lives out in Los Angeles California took these pictures of before the shut down and after look at the difference a week makes in the air clarity



Telecommuting, e-bikes, parking policy, transit, slow streets ???

How will the money shift--will people have money to buy EVs? How might we have to reposition ourselves on transportation policy..

What should we do to work with larger coalitions--e.g. Voices for Public Transit

Harry--Hard to imagine people crowding onto trains and buses; look at rest of world and learn from what they are doing--Asia in particular--Tokyo, Seoul

Wendi--Sustainable Marin--addressing health in a time of pandemic. Nature is thriving; air/water are cleaner; communities are helping each other; people can change their habits in an emergency; learning what is vital to our economy; science matters; importance of government; public health means everyone Could have a big increase in telecommuting. Esp tech workers. Maybe one day a week in the office. Lobby the big companies; zoom meetings can be very effective. May be more effective without so much traveling.

Reclaiming the streets--how do we not give them back. Take lanes. Lots of parents will want to drive their kids to school. No PE/recess; need walking and biking. Safe routes to schools

Public transit--scary--is this the demise? Seamless/Voices for Public Transit--is this an opportunity to build a transit system that works.

Lisa Jackson--350 Contra Costa--remote working is a huge opportunity; you don't have to be in the office. Global Workplace -- 56% of population could work from home; now 3%; could move to 25-30% by end of 2021. Huge opportunity; Facebook until end of summer. Build a value proposition to promote.

Marti--telecommuting opportunity as low hanging fruit; need nimble response. What about empty office space; will downsize. Implications for real estate/possible housing;

Haley Courier mentioned that disability community is a possible ally. Don't fall back.

Chris Leppe--mentioned BAAQMD mostly focuses on pollution; could they encourage telecommuting? MTC could encourage telecommuting.

Jennifer--capitalize on clean air with less traffic; hold on to that (see photo at bottom)

Elena--federal level is rolling back standards. They are taking advantage of COVID. Unintended consequences to working at home--could enhance trend of two tier economy--poor/essential workers have to go to work; people who can work from home are privileged.

Sara--PPE, people can't distance themselves on transit; could have innovations in PPE; Risk of privatization of transit. Urge to restore previous conditions will be huge; but people won't have money to buy cars. Clean air could be associated with unemployment; environmental movement could be criticized for neglecting that.

Chris--how long will it take people to come back--3 months or 3 years??? Sales tax --down 30 - 40%--and property tax (county covers property tax shortfalls); 1/3 of AC Transit income is sales tax. Will Feds provide support? AC is limiting passengers 8 - 10 -15 depending on size of buses. Telecommuting will be very interesting. This is a good place to have conversation. What will happen with short trips--walking and biking.

Bill--Bike East Bay, SF, Marin bike coalitions. . .County Transit authorities

Kathy--need to figure health costs and benefits into policy decisions and build more support for healthier policies and expenditures.

Next steps:

Coalitions/organizations

Lisa--telecommuting --more research; Wendi, Jack,

State Legislative update -- into the unknown: budget picture and bills this year

Economic Recovery Council--Tom Steyer/Ann O'Leary--hold onto climate goals; 80 person council; reposition California--Angela Blackwell--social justice perspective is at the table--reshape the future; like the Green New Deal discussion;

Legislature is adjourned. \$30 - \$40 billion hole in current budget through July, 2021. Local governments also needing to cut. Hold on to climate staff and programs. Letter to Air resources board to not step away from rulemaking on trucks. Very few policy bills; maybe after June 15 budget--"Keep the Lights on" budget; lots of cuts. July 15 income tax will come in. Very little likelihood of transportation bills passing; maybe study or policy bills.

Seamless bill does not have funding attached to it. No committee hearings or votes on bills. Jim Beall likes that bill. But lots of uncertainty.

Voices for Public Transit coalition--Haley Courier of Transform; coalition is reexamining its role; regional measure is being pushed back; meeting next Thursday, 4/23, at 5pm. Voices has looked at funding alternatives to sales taxes.

[Silicon Valley Community Foundation Report](#) on alternative & progressive funding sources for public transit. [Mobilize the Bay](#) is the website for Voices campaign and coalition

Other letters:

Labor to CARB on EV trucks (PDF) [here](#)

Enviros to CARB on EV truck Rule and other env and health regulations (PDF) [here](#)

Cities--

Berkeley trying to do what Oakland did in terms of opening up streets to pedestrians/bikes

Fremont--Centerville complete streets alternative designs meeting this week

Richmond--Rich City Rides having problems. Patronize them if you can.

Sunday, March 15, 10:30-12:30

Attendees:Elena, Jack, Chris, Marti, Sara, Bill, Lawrence, Kathy, Jennifer,Wendi, Jenn Heggie, Ben Keller, Ana Hayes

Facilitator: Elena

Notetaker:

Discussion

Chat question was received about how Coronavirus will be affecting public transit ridership.

Sara: I don't know if anybody has addressed the transit aspect of the pandemic. Off the top of my head, transit will need some public health funding for more cleaning & perhaps free hand sanitizer like in hospital hallways. Might be possible now that emergency has been declared. Are you interested in researching that?

Measure J Contra Costa Measure

Measure J which was a ½ cent sales tax measure for transportation, it needed ⅔ vote. It did not pass. What implication does this have for other transit measures?

Free Muni (Sara)

Update on Free Muni. Initial reports on budget (drops at SFMTA board April 17) looks like SFMTA staff is officially recommending keeping the cash fare the same (\$3), increasing the clipper fare to \$2.75 and increasing the monthly passes. The plan does include expanding free muni to all youth & people experiencing homelessness.

Discussion on free transit. What would the effect be on GHG's?

Visits to Electeds? (Jack)

There is a lack of connection between the numbers needed to meet our Climate Goals and the current State plans. Here's a report Jack gave to 350 BA Policy team yesterday:

This is [CARB's plans to reach its goal of 40% GHG reductions by 2030](#). CARB is counting on significant reductions in GHG emissions--from 20 - 30% from current levels--in agriculture, industry, and buildings--i.e. very optimistic. CARB is also putting faith in cap-and-trade to somehow deliver significant cuts--another 12% beyond those listed above. Exactly how that will happen is unclear. Their plan is to cut transportation emissions by 30% by 2030. This could be done by:

1. Reducing vehicle miles traveled (i.e. transit, pedestrian, bicycle, carpool, . . .) sufficiently to avoid growth in Vehicle Miles Traveled (VMT), and no increase in registered vehicles.
2. Improving fuel efficiency of gas cars from 25 mpg to 40 mpg by 2025 .
3. Achieving California's of having 5 million EVs by 2030.
4. Reducing GHGs from Heavy Duty Vehicles by 22%

IF all this works (BIG IF), CA could achieve 40% cuts in GHGs by 2030.

On the hopeful side, the response to the coronavirus--shutting down the NBA, the baseball season, all public events, travel, etc.-- shows what can be done if people really grasp the depth of the climate crisis. How long did it take the U.S. to convert all auto manufacturing to war equipment in WWII?

EV101 update (Elena)

Mary Nichols said, "The biggest impediment to electrifying transportation has been the lag between public perception and the pace of development. We have to show the public that these things are available."

There has been a lot of activity and requests to give the EV 101 class. We are working to expand the program with a coalition of groups called EV Gals.

Legislative update (Ben/Kathy)

- **SB 1363:** Regional Transportation Plans, Allen
- **AB 2145:** EV Charging Stations, Ting
- **AB 2057:** The Bay Area Seamless Transit Act, Chiu
- **SB 278:** Bay Area Transportation Mega-Measure, Beall
- **AB 2667:** E-bike rebates, Horvath
- **AB 1350 / AB 2076:** Free transit passes for youth / college students

Washington State Passes ZEV Mandate

On March 9, the Washington State Senate joined the House in passing **SB 5811**, legislation which enables Washington to require automakers to stock a certain percentage of zero emissions vehicles (ZEVs) at dealerships within the state. Gov. Inslee strongly supports the legislation and is expected to sign it shortly.

Washington will now become the 12th state after California, Colorado, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, and Vermont to apply ZEV requirements to automakers. These states comprise more than one-third of the total U.S. auto market.

The ZEV program requires that in 2020, about 3% of all new cars sold in the state be zero emissions vehicles (mostly EVs), rising to about 8% by 2025.

City Reports

Richmond: Electric bike-share (name is Gotcha) support being sought from MTC. Bkly has a grant & Bill has an ebike & SF has several companies. Uber, Maven, Lyft, Jump have them.

Fremont (& AC Transit) looking at changing some lines, hearing has been cancelled. Removing less-used lines is proposed & causing resistance. ACT had a spike in 2016 when Polytech students were riding because they had a convenient stop.

Oakland: ECAP plan calls for 56% reductions by 2030 - they also had a 36% goal for 2020 that they didn't reach. This seems to be a pattern. 350EB is meeting online 10:30 on Sat Mar 21 with people in East Bay cities that have climate emergency declarations.

Next Meeting April 19 10:30-12:30

Sunday, February 16, 10:30-12:30

Attendees: Elena, Jack, Chris, Kathy, Jennifer, Jenn H, Ben, Marti, Sara

Facilitator:

Note taker: Jack Fleck/Elena

Legislation

Seamless Bay Area legislation

Ben Keller will update us on the proposed AB 2057. (10 min)

[More information on AB2057](#) from Sara

Language is not formed yet. So 350BA Leg group is watching this.

Includes a statement of principles--to work together regionally.

May be some mandates

Committee or working group to figure out how to work together.

Voices for public transit which relates to SB 278

This is an alternative to Faster BA.

This is more progressive/labor/transit organization and proposal.

This measure is still in flux as different groups vie for putting forth their own vision and funding stream.

Sara and Kathy have been following this measure, and are trying to get stronger climate language into the platform.

Action item: please read the SV consultant report on funding:

<https://www.siliconvalleycf.org/blog/announcements/how-can-we-fund-our-transportation-investments-equitably>

Agreed that we support the Voices principles

What about first and last mile access to BART stations--especially in suburban areas

Lyft/Uber? Autonomous vehicles?

What measures should/can be taken to get people out of their cars and onto transit?

Measure J, Contra Costa--Marti Roach (10 min)

½ cent sales tax on ballot in March. Environmental groups got a lot of their language in the final draft.

Needs ⅔ vote. Goal is no increase in vehicle miles per capita. GHG reductions linked to state standards.

Emphasis on low income communities. More than 50% for public transit. If project increases VMT, some funds need to go into VMT reduction projects handled by "VMT bank"

Chris--started five years ago with Measure X, which failed, because it did not include environmentalist support. Only had 11% public transit. Measure J has 38% for public transit in western CC county. Urban limit lines/Save Mt. Diablo was a big player. Sierra Club isn't supporting.

Discussion

Possible discussion of [ways to fund transportation](#)--discuss next month's meeting

How many EVs do we need to meet our State Climate goals?--[Jack's calculation](#). (30 min)

Slide from Mary Nichols, Feb 3, 2020:

Transportation Sector: Targets for Pathway to Zero-Carbon

Widespread Electrification

- **By 2035:** 100% new car sales are ZEVs; All school buses, marine port & airport equipment are ZEVs
- **By 2045:** All passenger vehicles on the road are ZEVs



Increased Transportation Options to Reduce VMT

- **By 2035:** Reduce vehicle miles traveled per capita by 25%
- **By 2045:** High-quality, efficient travel options for all Californians

City Reports

EV101 report

Oakland came out with its latest Equitable Climate Action--All Bldgs should be electric by 2040. But in the case of Transportation, no clear goal has been set--for public transportation, but for private vehicles for reducing GhG's.

NEWS! MUNI is dysfunctional. Not enough drivers--which is a large problem for all transit agencies. Berkeley approved 8 Public Works vehicles with gasoline engines, despite objections by 350EB and others. 350EB-Berkeley is meeting with Kate Harrison next week. Fremont bike lanes along Walnut look very good, with protected intersections.

State Legislation

Clean Cars and Clean Trucks proposed budget cuts in Gov's budget. 350BA Leg wrote to Gov to ask for increase in funding. We might want to meet with Phil Ting about the Budget. Feb 21st is deadline for introducing new bills. 350Leg will not make any decisions until after the 21st.

Announcement

https://www.eventbrite.com/e/electric-transportation-2030-policy-power-plugs-tickets-86429405679?aff=odeimcmailchimp&mc_cid=6abf4acb59&mc_eid=%5bUNIQID%5d&mc_cid=a2d0335943&mc_eid=d2cc78069d

Electric Transportation 2030: Policy, Power & Plugs

1. Veloz invites you to join key corporate, nonprofit and government representatives at a March 4 forum in Sacramento to discuss what's next for electric cars in California.
2. March 4, 2020
3. 10:00 a.m. - 4:30 p.m. PST (doors open at 9:15 a.m.)
4. Kimpton Sawyer Hotel - Magnolia Ballroom
5. 500 J Street
6. Sacramento, CA 95814

Next meeting: March 15th, 2020

Sunday Jan 19, 2020 10:30-12:30

Attendees: Lawrence Abbott, Sara, Kathy, Elena, Cat, Jack, Jennifer, Bill P,

Facilitator:

Note-taker:

Announcements

Presentation

Special Guest Cat Carter, Acting Exec. Dir., San Francisco Transit Riders and 350BA Transportation Campaign member, will talk about the climate impact of public transit.

SFTR has specific goals for reliability and service in SF transit. Get people out of solo cars.

26% of SF trips serviced by Muni, < 1% of GHGe's, Need to improve muni, fare policy.

Mtg next week with SF Bike, Walk SF, Liveable, SF for convo to discuss how to work together on SF's sustainable goals. 50% of people use modes others than private cars. HOW to increase riders and decrease GHG. We do work w/ SF Vision Zero.

MTA not very responsive to climate emergency. Maybe get MTA board to adopt CE resolution (good to get them to take specific actions as part of CE) .

Q&A: Mainly work with SFMTA, but interested in broader work.

Voices for Public Transit coalition- working on regional spending measure. (350 BA and

(5 min)

New Business

Action item: This group has been asked to provide a summary of our plans for 2020 to the 350 Bay Area policy committee. The information will be used in flyers, grant proposals, budgeting and policy decisions, etc.

[Here is the template we are working on.](#)

Campaign 1: -- Electric vehicles of all types--cars, trucks, buses, ferries

- support legislation to phase out gas cars--with Phil Ting's office and the Yes Clean Cars coalition
- support legislation to phase in EVs--with Phil Ting's office and the Yes Clean Cars coalition
- support electrification of buses & trucks (state)--with UCS, Sierra Club
- moratorium++ on new gas stations--suggest to include in each city's climate action plan
- gas pump warning labels--working with Berkeley and SF to revive this after positive US Supreme court action on Dec 12 (they let Berkeley's cell phone law stand).
- support California clean car standards--demonstrating at auto shows, dealers
- all electric fleets for cities and counties
- TNC's go electric

Lawrence: How can we get stronger transportation language into AB 1839 (state GND)? He met with Bonta yesterday. Bonta envisions it to be a strong social justice and climate justice bill. More bills will come out of AB 1839 in subsequent bills

Campaign 2: VMT/Land Use/PublicTransit /Active Transportation--

Support (state legislation-see below) regional (MTC) and local policy, plans and ordinances that require stronger efforts to reduce VMT (eg SB 375 (Plan Bay Area), SB 562, others) and promote active transportation/complete streets, free transit passes for youth support transit oriented development without displacement (e.g. Scott Weiner's bill but awaiting support from housing activists who are concerned with displacement and lack of affordability provisions in Wiener's bills so far support city actions to support bikes, peds, high density, mixed zoning for more walkable neighborhoods,--these are generally local issues that a city hub can identify, and the transportation campaign can support; we ask for city reports at each of our transportation campaign meetings. Support equity in this work. Bay Area mega-measure--pushing to include goal of reducing GHGs in this potential \$100 billion measure; also looking to support more progressive and equitable financing structure.

Sara: on the Development team- what could be funded on transportation goals and transit equity. Lots

Legislation and other state action reports

Kathy (350 BAA Leg Cmt)- Update on 350 Bay Area Action Legislative Cmt for 2020

Elena- what can we do about passing these important transportation bills that are having such a hard time getting anywhere in the legislature?

Jack- we are not on course for meeting our goals for 2030/ 2040/ 2045.

Bills:

AB40 (Ting), would prohibit automakers who have not signed onto an emission reduction agreement with the California Air Resources Board from being eligible for Clean Vehicle Rebates. Ting has withdrawn it, citing lack of support. It will not move forward this year.

CARB report calls for 7.5 million EVs by 2030. Any legislation? Any other actions? How to politicize the customer/dealer relationship?

[AB 1350](#) *SUPPORT* (Free transit passes for youth 18 and under) this is a transit equity bill as well as supporting expanded public transit and youth mobility.

[SB 278](#) (Beall) *PROBABLY SUPPORT* Regional funding measure for Bay Area transportation. [What does it say on carbon neutrality by 2045?](#)

Seamless Bay Area draft legislation (*STILL REVIEWING*) (not introduced yet). [What does it say on carbon neutrality by 2045?](#)

Waiting to see what other transportation bills that may arise by Feb 21.

State BUDGET (from Gov Newsom 1/14)

<https://www.ccair.org/newsoms-budget-disappointing-clean-transportation> Send Gov Newsom a message for more \$ for ZEVs <https://govapps.gov.ca.gov/gov40mail/>

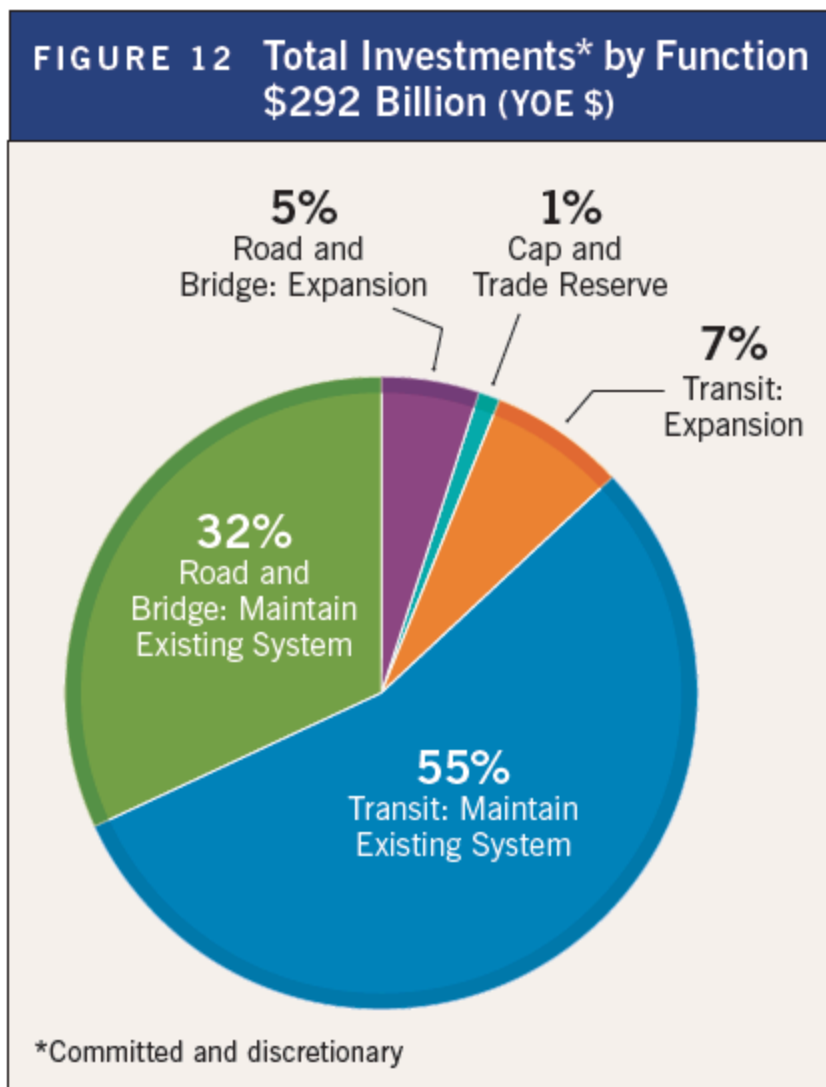
Exec order 19-19 -Administration is still fleshing this out.

It's really important for us to work with other climate, transportation, transit equity coalitions at the state level to build more power and a louder public PUSH for the actions we want (Climate Plan, Clean Car Coalition, ACT (EV trucks at ARB),

Another idea for legislation: *(KD note: this is not going to happen this year new bills are already in the works and must be sent to Leg Counsel's Office by end of January and be introduced by Feb 21)*

Require MPO's to develop plans to reduce GHG emissions from transportation to achieve California's target of 40% emission reductions by 2030.

In regard to this, MTC currently spends about 0.1% of its budget on "climate initiatives," but it spends about 5% on highway and bridge expansions.--see graph from Plan Bay Area.



From Plan Bay Area MTC budget for 25 years

City Reports:

Fremont--more construction of protected intersections in the City (on Walnut, near the hospital bldgs). Not on the busy intersections yet. <http://www.protectedintersection.com/>

Richmond--Electric bike share program being introduced.

Micromobility alert--Lots in injuries with scooters. Need more planning for safety

Berkeley-- Walk Bike Berkeley has become quite effective. 350EB is working with them.

Master ped . plan is out for comment.

Still opposing the City's fleets buying more ICE vehicles, even though there is legislation that says the City cannot do so. City is proposing buying med duty ICE trucks. Advocating that the City not buy anything this year, wait til more EV trucks are on the market. And also, lease rather than buy.

Oakland--Bus rapid transit construction looks good, still in progress. Public Bank connection to transportation: helping underwrite loans to low income people who want to get an EV. Berkeley Hub also wrote a support letter for Public Bank.

San Leandro-- looking for feedback from advocates for 2020 plan,. Pushing for Climate Emergency Citizen Advisory Committee. Also need City coordination between depts. Ed Hernandez is starting to be a good advocate since he's been on the EBCE board. Need protected bike lanes..AC transit buses are not full (need to support more ridership throughout AC transit service area).

SF and Oakland are doing events on Transit Equity Day on Rosa Parks Birthday (Feb 4) tying in fares increases, support transit equity, climate benefits of .

Comment: need to talk with our CCAs on what more they can do promote EVs, rebates for low income folks, investing in more charging stations

Low hanging fruit- get cities that pass a CER to stop buying gas cars for their fleet. SF has this ordinance and so does Berkeley.

Next meeting: Feb 16, 10:30-12:30

Sunday Dec 15, 10:30-12:30

Attendees: Jack, Jennifer, Ariella, Elena, Chris, Sara, Kathy, Mike, Jean S

Facilitator:

Note-taker:

PRESENTATION

Special Guest **Mike Roberts** <flightfreeusa@gmail.com> to discuss the carbon footprint and politics of flying, decisions on travel, and the possibility of hosting some public discussion of this broadly interesting and difficult topic. (10 min presentation, followed by Q and A)

Travel alternatives: Green Tortoise, MegaBus, Rome2Rio.com for many options

A less-flight pledge is also available at [flightfree](http://flightfree.org)

Worldclimaticlock.world

DISCUSSION

Yes Clean Cars Coalition which works on State Legislation issues is meeting next week. Here are ideas about what to work on in the coming year [here](#) Let us know if you have other ideas.

CARB enforcement of 50 mpg by 2025--how will they do it? Response from Anna Wong at CARB:

“Manufacturers must maintain compliance with California’s emission regulations in order to sell vehicles in California. Manufacturers who do not comply with California’s laws can face various fines that are worked out through enforcement settlement cases. The Board first certifies that vehicles can be sold in California, then tracks and enforces compliance with each of its regulations. “

REPORTS

ARB Clean Truck Rule (Sara, Kathy)

There were many speakers and post-meeting discussion among the CARB board indicated that they will reconsider - we spoke for a 15% of all trucks deployed on CA highways by 2030 be ZEVs (CARB was proposing only 4%) They will issue the rule in Feb 2020 (estimated).

UCS will have a meeting in January about next steps.

Truck mfrs. are showing interest in ZEV production.

Auto Show--Moscone Report

San Jose in January 9-12

San Diego Jan 1

It was a vibrant fun event & passers-by were fairly sympathetic.

Jan 1 will have an Auto Show in San Diego - some groups are planning an event.

Petition to automakers <https://act.nrdc.org/letter/corporate-clean-cars-191126>

City Reports

Gas pump label report

Berkeley [finally won a five year legal battle](#) that allows it to require warning labels on cell phones. Berkeley was waiting for this ruling to consider doing the same for gas pumps.

Fremont: Centerville Complete Streets meeting <http://www.fremont.gov/CentervilleCompleteStreets>

Fremont’s “Carbon neutral by 2045” resolution was not mentioned at the meeting, but a lot of community members were in favor of the more climate-friendly improvements (bike/pedestrian improvements; few in favor of maintaining lanes for cars).

SF: Transit Equity Day - no report yet

Legislative Update

Climate Plan Update on transportation

NEXT MEETING: Jan 19, 2020 10:30-12:30

Sunday Nov 17, 10:30-12:30

Attendees: Jack, Kathy, Jennifer, Sara, Mark, Elena

Facilitator: Elena

Note-taker: Jack

Announcements

December 31, 2019 end of Group Purchase for buying and leasing EV's. Go to drivecleanbayarea.org for details. Drive Clean Marin got this started.

State EV rebate goes from \$2500 to \$2000 on December 3. They are out of money.

Rosa Parks Day event Sun Feb 2 Rosa Parks helped launch the Selma boycotts by refusing to give up her seat on a segregated bus. Celebrations are planned in a number of cities to connect the Parks resistance with the rights of all people to high-quality public transportation powered by clean/renewable energy and a "full spectrum" just transition from the fossil fuel economy (energy, energy efficiency, transportation, waste, agriculture, etc.) to clean, renewable energy as part of confronting the climate crisis.

Discussion

Continued discussion about how to influence Lyft and Uber to get more electric vehicles in their fleets. Short discussion on the issues [here](#) . Do we want to form a small research group to figure out how to pressure SFE, CPUC , on TNC Electrification?

SB1014 is studying; will have a state implementation plan.

Jack will contact Ben Creasy

Mark will contact Howard Strassner

Demos at dealerships of the auto companies that are supporting the destruction of California's auto-emissions waiver and the anti-trust suit (Indivisible has done some in Berkeley)--BMW, Ford, Honda, VW are in sync with California; CA will only buy cars from these. CA will buy only EV sedans.

Toyota protests in Berkeley. Indivisible Berkeley organized.

Auto show in San Francisco at Thanksgiving weekend--do we want to join a protest? Extinction Rebellion is interested. Need a handout. Press release--"These cars are challenging California's clean car rules." Tesla owners? Coltura gas tent? **Note:** Cynthia Mahoney (Contra Costa CCL) is the person

Reports

EV Trucks Now (Advanced Clean Truck Regulation)

This CARB proposed regulation would require truck manufacturers to increase the number of electric trucks on the market to 75,000 ZEV trucks (5% of the current market) by 2030, which is about 5% of all the trucks on the road today. Our goal is to increase this to 15% by 2030.

December 9: last day to submit comments (we are submitted a comment letter this week and sharing our letter with other 350 groups)

December 12 (or 13): CARB hearing on the proposal. A coalition including 350BA with other environmental justice, health, labor, and environmental advocates will advocate for a stronger rule. They are sending comment letters, meeting with board members and conducting a communications campaign. More info at their website ElectricTrucksNow.com Bill text etc at CARB site.

#ElectricTrucksNow on Twitter; #Deadlydiesel

Also note that [Amazon just ordered 100,000 delivery trucks](#) from start-up Rivian.

City Reports:

Berkeley hub active transportation link:

- EV roadmap comment letter
- 4 proposals passed after advocates pushed for stronger bike plans, bike blvds, protected bike lanes and “quick projects” when work is being done, and the last one was on “Idaho Bike Stops” (rolling stops when there is no traffic)
- Role of e-bikes (Walk_Bike Berkeley report on E-bikes)
- Safety issues were raised about bikes and other micro-mobility and the need to raise

Oakland ECAP--relies on automated shuttles being widespread by 2030; good community engagement process

Fremont--police vehicle has “exceeded expectations”; despite kerfuffle about Tesla running low on battery during a police chase;

--complete streets project on former state highway

Richmond--bike lane open on San Rafael bridge

Peninsula--housing being linked to transportation

-

Regional transportation plans mega-measure(s) (relates to SB 278)

Faster Bay Area -

Voices for Public Transportation - labor, EJ, economic justice, social justice, env, transit advocates,

Where is the mega-measure? Pressure to include GHG reduction?

Legislation (Kathy)

Prior Legislation: Skinner TNC bill (AB 1014- Clean Miles Standards) more update from UCS research staff who are participating in the implementation.

[SB 278](#) (Beall) A bill for MTC/regional transportation proposal for \$. This is part of where the Voices for Public Transportation proposals could go.

2 year bills (AB 40, others) where will these go? AB74--two studies--1) phase out ICEVs; 2) reducing reliance on oil production in CA

AB40 is modified to support manufacturers who support CA clean car rules

New bills - December 7 legislative committee strategy discussion.

Next meeting 10:30-12:30. December 15

Sunday Oct 20, 10:30-12:30

Attendees: Elena, Sara, Jack, Kathy, Ben, Jennifer, Janet, Baba Kofi, Mark, Jean, Kathie P.

Facilitator

Note-taker

Announcements (5-10 minutes)

Metropolitan Transportation Commission (MTC) Meeting on Wednesday, October 23 at 9:40am at the Bay Area Metro Center, 375 Beale St., San Francisco

The regional funding measure proposed for the Nov 2020 ballot will be discussed, and Commissioners and members of the public will have the opportunity to comment. [Information](#)

Sustainable Transportation Equity Project Program (STEP) planning meeting (CARB meeting & webinar)

STEP is a new pilot project within the Low Carbon Transportation program and part of the proposed Fiscal Year 2019-20 Low Carbon Transportation Funding Plan. The Low Carbon Transportation program will use cap & trade funds for clean transportation and land use projects. This meeting is to gather input on the design of this \$22 million pilot project.

October 29, 3-5:00 p.m.

[RSVP](#) to attend the meeting (in Sacramento) or webinar. Call-in # (415) 655-0060, Passcode 380-347-944

Discussion

TNCs and EVs (20 minutes) Report on research from Ben Creasy.

How to approach getting Lyft and Uber to offer an Electric Vehicle option on their app?

- See https://groups.google.com/forum/#!topic/350ba_transportation/Xv5hARD7Qgo and https://docs.google.com/document/d/e/2PACX-1vQ0hee6AZnOS3GflbUaGS_roOd-o5sZmud4bjZC6sUeUHgdACkXFUEPUEtEEo_D5QToD4RiNj9OGLaX/pub

Discussion (10-15 min)

Nancy Skinner , SB 1014 (2018) <https://ww2.arb.ca.gov/node/2752/about>
<https://sd09.senate.ca.gov/news/20180913-governor-signs-senator-skinner's-electrify-california-ride-hailing-e-car-bill>

(Kathy) ZEV truck rule at CARB-letter and campaign opportunities now-Dec CARB mtg (discussion/ action and coordination w/Leg Cmt)

<https://www.nrdc.org/experts/patricio-portillo/cas-clean-truck-rule-first-its-ind-and-long-overdue>

Approved a letter supporting UCS approach to CARB

Voices for Public Transportation (progressives & labor groups, EJ & worker focussed) plan - report from mtg and discuss how we want to relate to this coalition, submit language to them on setting a goal for zero emissions transportation, their next mtg.

SB278--Jim Beall-- like RM3 authorizes Bay area to vote on a tax increase

Faster Bay Area (business interests & building trades) plan-> Sales tax--1%--regressive/capital projects

Reports (20 minutes)

Reports from Cities

SF Better Market St.

Framework for Active Transportation -- 100 groups

Parallel to the Voices for Public Transportation--i.e. Lobbying the Faster proposal or a progressive alternative to the Faster proposal?

Cap & Trade as an alternative to sales tax?

50% of trips less than 3 miles--shift to bike, walk, micromobility

Proposal for a letter of support for the Framework for Active Transportation

Jean and Kathy will write the letter

Oakland ECAP Equitable Climate Action Plan

Berkeley Walk-Bike proposal

Other reports

AC Transit tour

Central Valley to Silicon Valley link is key to CA's economic Future

Carl Guardino, Silicon Valley Leadership Group (& High Speed Rail)

The problem:

83,000 crushing commutes from Valley to Bay,

The solution:

The Future is Fresno: Exploring the economic potential of the Valley to Valley Connection

[Actually, the other Central Valley cities, especially Merced, are also key to the future.]

Brian Kelly, CEO, High Speed Rail Authority

Importance of electrified high speed rail – ‘only way to shrink the state’, grade separated, faster than 200 mph.

[Talk to him about construction technologies that complement getting funding. A penny saved is a penny earned.]

[We need East-West ribs and a mesh network as well as the High Speed Rail spine.]

3 million people in 3 counties. HSR central section to be done in 2020; Vegas train line coming, also; total of 350 miles to be completed in 18-24 months.

Lathrop to Ceres, Ceres to Merced extensions of High Speed Rail are important to Central Valley economy

Report Preview: Jeff Bellisario

Bay Area Council Economic Institute, SPUR, the Silicon Valley Leadership Group = Faster Bay Area

\$400M in state matching funds available

How do we continue to emphasize the need to spread technology jobs outside the bay area?

1 hour Fresno to San Jose, and vice versa, vs 3 hours.

Thanked project sponsors (see letterhead)

People and Places (2 pages, released today, on website?)

California lost 160,000 residents net in last year.

Check the purple-highlighted
fled our high cost of living.

Micah Weinberg, CEO of
Council Economic Institute),
California's Economic Future:

1 week to economic summit

Lenny Mendonca, Chief Economic and Business Advisor to Governor Newsom, supports funding to influence
employer decisions about job locations.

Our core technologies need support and space, and are the prerequisites for many new industries, including
low-cost, high-performance transportation and housing + industrial & commercial construction.

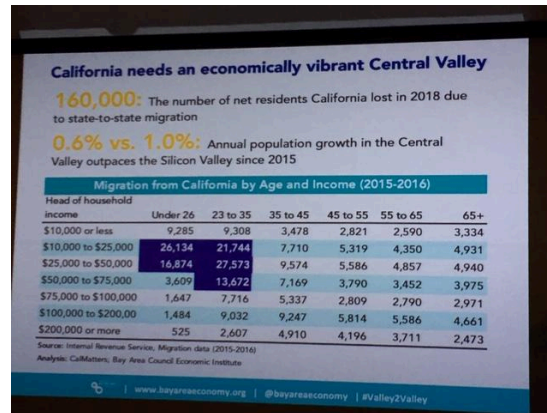
Egon Terplan, Governor
Economic Development and
California's pattern of growth has
regions of CA have sense of

Lenny: people don't understand
of the state. What happens when
comes together to see what can
resources.

He's for precision agriculture,
[instead of permaculture, ownership].

Unemployment now down to 4% statewide; biggest contributor to jobs is Inland Empire.

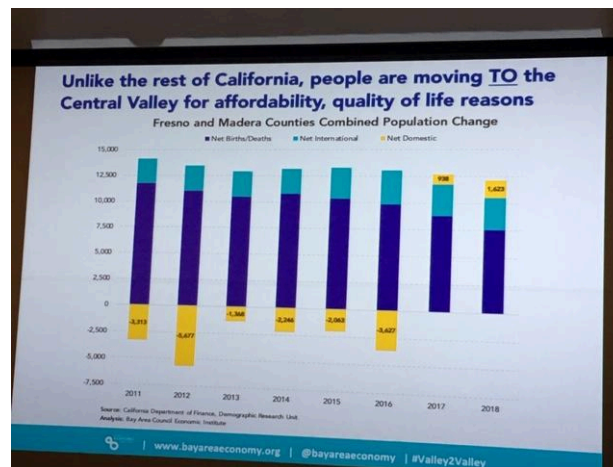
WE NEED TO DO THIS ENVIR. SUSTAINABLY. AND EQUITABLY (SLASH INCOME DISPARITY)



numbers: young people who

California Forward (was Bay Area
facilitated panel discussion,
Regions Rise Together

(Ask for funding to attend).



Newsom's Senior Advisor for
Transportation, says
been unsustainable. Multiple
possibility.

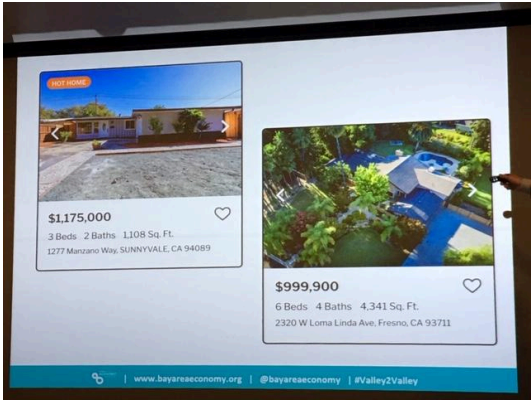
the richness of coastal parts
cross-sectional leadership
be done, based on their own

large scale, job opportunities

Egon: first, change the mental places. Physical map of so high speed rail plus universities) is fundamental.

Look at downtown Sacramento, Bay Area, around multimodal intertwined economic ecosystem.

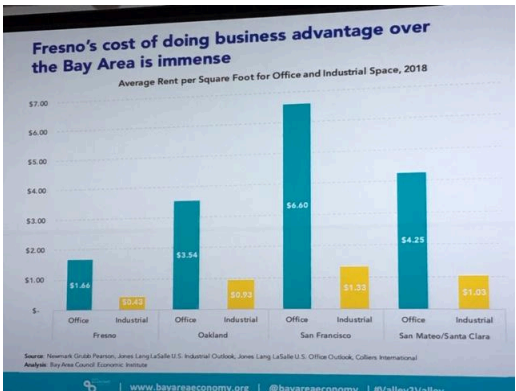
Lenny; HSR backers need to leverage we have; talent is available and can have a good life in central valley. How can we encourage the second office? How can we get Sand Hill Road investors to make the trip in a day to look at investing? The bi-location-potential is seen by people here as well as in the Central Valley.



map, go visit and understand California – it's big and spread out, corresponding development (incl.

it's growing as a complement to transit hubs. That makes an

support Egon's point, with all the

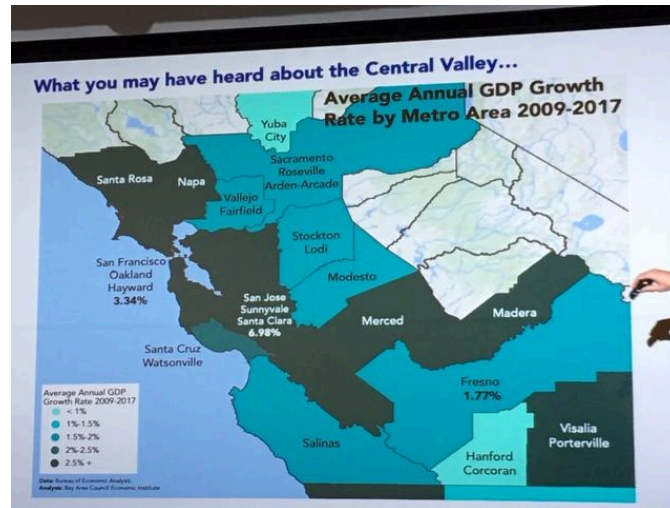


Isabel: State funds \$20m/year for technical assistance centers only)

[Need incubators, can be funded reserve lending through public got legal backing.]

Lenny: The future of work is Move to where the talent is!

Isabel: Every business needs and other needs. Use the



small business (federally-funded

from fractional banks, which just

about workers!

access to capital California brand!

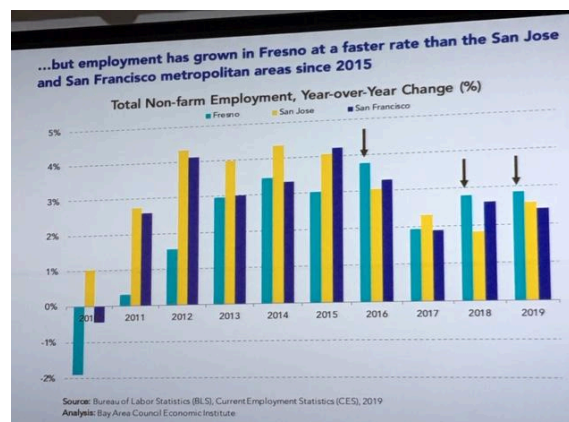
Aneesh Raman – Need a history of urban planning layer in google maps! Interviewing Ashley, working with Lenny, steeped in issues, child of immigrants. Innovation for all! Fresno is showing the way.

Ashley: UC Merced graduating more people from disadvantaged communities than others. What kinds of STEM grads? UC Merced graduated 5653 in 5 years. UC Merced doctoral programs cover the gamut: agriculture science & industrial tech, biology, mechanical engineering, civil and geomatics engineering, etc.

HSR is a game-changer.

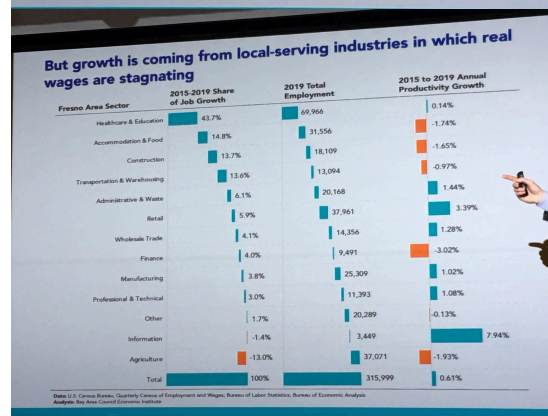
Fresno State entrepreneurship center, now doing it with 5th and 6th graders on, throughout Fresno!

Geekwise Academy, Bitwise The Mothership; level up yourself people to code. 2,000 jobs in 500



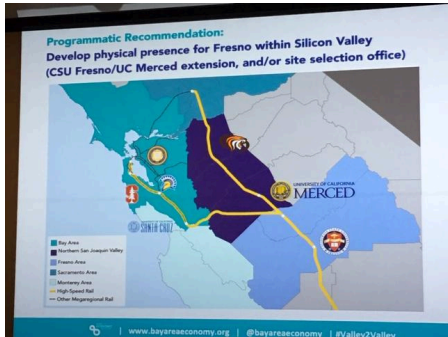
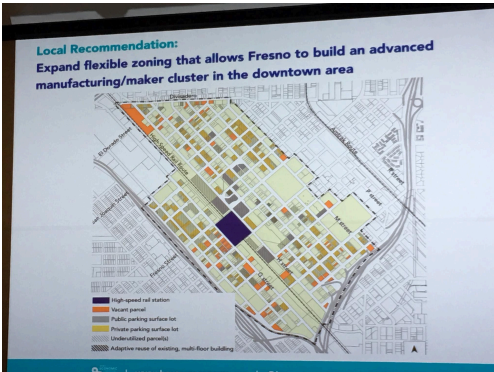
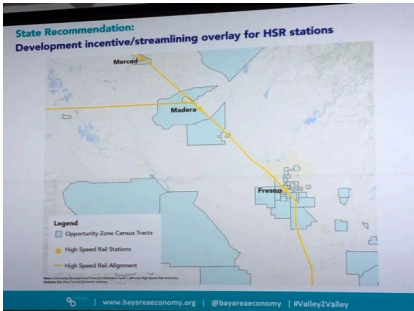
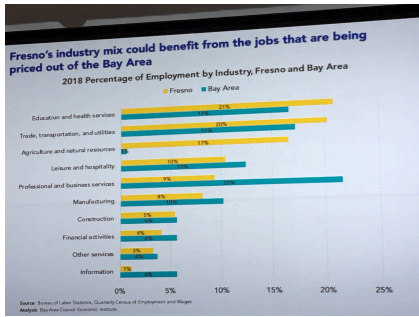
Industries, Google for startups, and help someone else; teach companies.

Decipher did \$1M in 2,000; grew doing market surveys; sold it to curriculum to take onboarding in a community college, improved costs.



it to 200 employees in Fresno, FocusVision. Created custom from 6 months to 1 month training retention, lowered recruiting

Question re organic farming for Hispanic millennials. Sweet Potato Farm ¼ acre for urban youth to spend summers planting, growing and harvesting a crop; then create brands and products using the sweet potatoes, and sell them. Gives them a helping hand up!





Sunday Sept 15, 10:30-12:30

Attendees: Jack Fleck, Jennifer Neff, Ben Creasy, Elena Engel, Kathy Derwin, Sara Greenwald

Facilitator

Note-taker

1. [Proposed letter](#) re Better Market Street project. The project institutes a “no private cars” section from near Embarcadero to near Van Ness + ped & bikeway improvement. “Alternative plan” extends it to include the complicated intersection at Van Ness. The letter is modeled on WalkSF’s petition: <https://walksf.org/get-involved/take-action/market-street-petition/> and we should email a copy to bettermarketstreet@sfdpw.org.
 - a. Kathy - It’s important that we have (and refer to) a policy framework for taking positions on a variety of transportation issues like the strategy Jack wrote up after hearing the mayor of Oslo speak (find this and put it on transportation webpage).
 - b. Sara and Jack will talk about this
2. Discussion: Ben Creasy (should be on the call) says he is interested in finding out why you can’t summon an electric Uber or Lyft in SF.

- a. A. Lyft (Portland) and Uber (EU) takes voluntary action to provide EVs on demand.
- b. Lyft in some markets has offered drivers an incentive to get an EV, why hasn't this happened in SF?
What about contacting supervisors?
- c. SF (and other cities) is having difficulty getting info about Uber and Lyft's operations
- d. SF has put a lower tax (to be on the ballot in Nov) for TNC EVs.
- e. AB 5 passed making Uber and Lyft drivers (and other gig employees) would be considered employees

2a--follow up on Mega measure -- Ian

Sara and Kathy will follow up with seamless Bay Area and coalition to let them know we are still interested.

3. Discussion about locating charging infrastructure in cities-best practices

From Me to Everyone: (10:45 AM)

Jack's notes from 8/26/19 [EV Coordinating Council--BAAQMD](#)

Rebecca Fisher from BAAQMD reported that the Bay Area has about 3% EVs right now. In 2013 there were 15,000 EVs; in 2018 there were 180,000. There are 5 million cars in the Bay Area.

There are 7,000 public charging spaces in the Bay Area, of which 11% are fast charging. The immediate goal is to install 20,000 public charging spaces to help boost efforts to move to 5 million EVs by 2030 statewide. Charging docks for scooters and e-bikes are challenging to design on existing sidewalks due to the need to get power to the charging stations

The session looked at charging in curb space. A first panel talked about all the competing uses for curb space—bus stops, TNC and other passenger & truck loading, parking, scooter/bike lanes, bus lanes, peak hour tow-away.

Sarah Moore, from Berkeley reported on the city's program that allows residents to install EV charging in front of their house. But the space is not reserved for EVs and is not reserved for the owner. Berkeley has installed 4 of these stations plus some charging stations on the street next to the West Berkeley library.

Lars Peters from EVgo explained their program to install high speed charging stations, which they have done in Sacramento and in Oakland (Lafayette Park at 10th/Jefferson). He pointed out that angle parking is better for high speed charging since cars have different plug-in locations and the angle parking makes it easier to serve all variations.

Norma Isahakian called in from LA to describe their on-street charging program:

- They use the street light's power, which has an excess capacity since the 95% of the streetlights have changed to LEDs.

- They plan to have 10,000 level 2 chargers by 2022, 4000 city owned. They have 282 installed now. (who is installing the other 6000?)
- They charge \$2 - \$3 per hour (comes to about 20-30¢ per mile if the charger adds 10 miles per hour of charging).
- Maintenance is a problem due to vandalism.
- The Cal Veh Code allows spaces to be designated as EV charging only with a local ordinance.
- The spaces have no time limit and are placed in commercial zones.

Also, this [proposal from San Francisco MTA](#) regarding using city garages for charging stations should be interesting to follow.

3b. Group purchase of EV's with Drivecleanbayarea.org
Carleen Cullen

4. Report from the Various Cities

- Berkeley - EV expo yesterday in Berkeley w/ city and Ecology Ctr, Sarah Moore, Transportation Road Map
- Fremont - new bike share program spreading, EVs spreading
- Richmond--pilot program for bike-pedestrian lane on Richmond Bridge; lose a lane on the bridge makes it controversial; San Pablo Ave--solidifying plans this fall; central bus lane all along; bike lanes a bit up in the air
- San Francisco--equitable transportation--SFMTA not connected to neighborhoods; SF Transit riders group

5. **Legislation:** Two of our key transportation bills have passed.

<https://cal.streetsblog.org/2019/09/12/quick-legislative-update-current-status-of-some-transportation-housing-bills/>

- **SB 127** requiring Cal Trans to actually implement the state's Complete Streets policy in state highway project for walking and biking -- PASSED.

<https://www.calbike.org/complete-streets-bill-passes-2019/>

- **SB 210 Leyva** -Smog checks for heavy trucks — PASSED
- **SB 44 - Skinner - PASSED**
- **SB 59** - UCS bill to set up an interagency group w/ stakeholders to look at policies on Autonomous Vehicles (AVs) - Failed to PASS - was help up in Appropriations Cmt. Will become 2 yr bill.

Other bills we did not take positions on:

-SB 400 passed about EV bikes passed

<https://electrek.co/2019/09/14/california-electric-bicycle-clean-cars-4-all/>

-AB 285 passed - requires Cal trans to incorporate GHG emissions goals into CTPs including SB 32 and the Exec Order on carbon neutrality 2045. Process for CTP 2050 is just getting underway with some early stakeholders.

- **Other news from Climate Plan calls:** Newsom appointed a highly regarded transportation person to lead Cal Trans, Toks Omishakin
<https://cal.streetsblog.org/2019/09/04/caltrans-new-director-toks-omishakin-has-credentials-in-active-transportation/> He is from Tennessee and is the current chair of AASTHO's active transportation committee. People who have worked with him seem to be very happy to hear of the appointment. He starts on Oct 24th. There's also a relatively From Benjamin Creasy to Everyone: (11:04 AM)new Cal STA director, David Kim
<https://calsta.ca.gov/about-us/secretary>

Events:

EV 101 Class at Ortega Library Sept 19 6-7:30

Sept 21--National Drive Electric Week at the Sunset Community Festival. 3223 Ortega St, San Francisco (West Sunset Playground) 11- 4pm. We need people to help staff our table. (who 350 has tabling materials? Natural gas ban petition We have a lot of EV related materials from NDEW etc)

Climate Strike Sept 20 - 10am - 350 Bay Area Contingent will meet in between MainLibrary and Asian Art Museum at 9:30 .

Sunday August 18, 10:30-12:30

Attendees Jack Fleck, Aaron Reaven, David Stein, Sara Greenwald, Elena Engel, Jennifer Neff, Ian Griffiths, Janet Walworth, Mark Roest, Adina Levin, Gershon Bialer, Kathy Dervin

[Petition](#) urging Golden Gate Bridge to adopt policies that encourage electric ferries and buses, with minor measures for electric autos and the increased ease of use for bicycles

Helena is out of town & Dave Rhody was called away by family problems but sent this message:

We have ten speakers from the Climate Reality Project committed to the **GG Bridge Board Meeting (Board Room, Administration Building, Golden Gate Bridge Toll Plaza) next Fri, 8/23)**

<http://goldengate.org/board/>, which is what we wanted (3 min each & a total of 30 minutes). But, if anyone with 350BayArea would like to add brief comments supporting all or part of our petition, they are welcome to e-mail them to me. I'll need them by Mon. 8/19 at Noon to get them into the full petition that will be presented to each of the board members. Dave Rhody dave@rhodyco.com

ACTION ITEM David will work up a petition for Alameda Co - **Sara** will put him & Mark in email contact with Dave Rhody

Regional Megameasure - Presentation by Ian Griffiths, [Seamless Bay Area](#) and [Urban Environmentalists](#) (Link: [Draft Vision and Principles from the Voices for Public Transit Coalition](#))

QA: Displacement concerns, how to handle sprawl, potential resistance from communities concerned about better transit increasing rents, need to get emissions to zero, add “and reduce carbon emissions to zero by 2045”?

ACTION ITEM: Any feedback, please propose it to the Google group Other groups may be suggested to Voices for Public Transit Coalition via Ian at ian@seamlessbayarea.org. Ian will suggest zero by 2045 language to the coalition **Kathy** will discuss with Laura about 350BA endorsement

Ian: coalition wants revised draft of Vision/Principles in early - feedback by Sept 1 or 2

Contra Costa -- Sales tax measure (Marti Roach)

Deal includes:

Public oversight body

No new project will increase VMT or GHG emissions but possible waiver (e.g. safety)

If waiver, penalty goes to fund bank

Trying for language on displacement

Equity--communities of concern definition of equity

80% reduction by 2050 goal is cited in the measure; goals of SB32

Follow up call Monday at 5:00 pm to see current status.

Are we OK to continue our support for this process?

Report back: Mark Roest, what is CARB doing for Public Education

Discussion: Is a target of 80% of people taking non-auto transport in SF (suggested in Focus 2030) a reasonable, achievable goal? If not, then what?

More cultural & technological help needed as well as legislative

Discussion: Congestion pricing. Some of the SF supes are looking at congestion pricing. Can we continue our discussion of the need for and results of congestion pricing?

Reports from Cities

Fremont, Oakland, SF, Berkeley, San Jose, Peninsula Clean Energy rebates and \$ for charging infrastructure.

Legislative Update: Transportation bills still moving toward the floor by Sept 13: SB 210 and AB 1046

- We'll be sending out an ALL 350 BAA (n=14,000) blast on SB 210 on Aug 28/29 - asking people to send their assembly members a message to support **SB 210**.
- Kathie P (and others in SF) are meeting with Phil Ting's office on 8/23 and will thank him for his work on EVs, (AB 40 and **AB 1046**)

Emeryville project--possible discussion for next meeting.

Set general policy--limit parking/all electric; not specific projects.

Sunday July 21, 2019 10:30-12:30

Attendees: Jack, David Stein, Elena, Sara, Harry, Mark Roest, Jennifer, Marjorie Berkeley, Nurit San Francisco, Bill Pinkham, Kathie Piccagli

Note-taker: Jack Fleck

Reports from Cities

Fremont has smart signals detecting pedestrians and bicycles, give pedestrians signal before right turn. Grants to put protected intersections for bikes at a couple of intersections; bike get a little head start compared to cars; increases visibility/safety. Examples at <http://www.protectedintersection.com/> E.g. Fremont & Stevenson; green painted areas for rental bikes. Hopr instead of Lime.

Berkeley has a protected intersection at Hopkins & The Alameda

San Mateo County grand jury demanded that Samtrans buses must meet Caltrain schedules--i.e. Synchronize arrival times--5 - 15 minutes before train departs is optimal.

Berkeley--Adeline corridor used level of service rather than vehicle miles traveled

Protected bike lanes--better for bikes; fewer parking spaces

Best protection, fastest transit times (no stopping for lights and stop signs): elevated bikeways **[the following needs reference to an actual real--not conceptual--project somewhere in the world--Jack]** above traffic & street car power pantographs. Best way to get people who don't want to use active transport and want speed out of their cars is Group Rapid Transit (GRT), for the same reasons. The bikeways can be above the GRT, and pedestrian and scooter paths can be above the bikeways. (The structure can still be light, elegant, graceful, colorful.) It will also work better because it feels good for most people to get above the ground and see the views of nature all around. The cost was calculated at about a third of the cost of elevated light rail 20 years ago, when a quarter-scale working model was demonstrated. The technology was already demonstrated (with a steel guideway) but the political will was missing. Now, with the Bosch Captive Column (which was also developed and proven in an 18-month study funded by D.O.T., by the University of North Dakota School of Engineering) and new materials (used globally for the last 25 years, in situations where no other material could do the job, so engineers were forced to try something new), we can cut the cost much further, if we do a large project out of the gate, to amortize the cost of setting up production. Those large projects can be done by Google, to connect the Mountain View Transit Center to its current headquarters, and to connect that with its new campuses in San Jose and Sunnyvale. That would be

sufficient to get the cost per car and per mile down low enough for cities to pay for it on their own, or with some state help, and not need to wait for the federal government.

Discussion of "Focus 2030: A Pathway to Net Zero Emissions" has just been published by the SF Dept of the Environment in response to the Declaration of Climate Emergency. Here is the link to the report.

https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf

Have a look at the Transportation section, p15.

[Press release](#)

How to do public education? Work with CARB? [Veloz ad](#) with Arnold Schwarzenegger.

Contact CARB for next meeting. What are they doing for public education? Mark to report.

Regional Climate Emergency mobilization; promote specific city/regional actions

- San Francisco fleet purchase

- San Francisco EVs in garages

- BART high density

- How do we do education? Promote transit, bikes, walking, EVs.

- how to make walkable streets; densification; transit oriented development

- why people don't get out of their cars

- dirty/smelly walking/biking

 - Crime

 - Transit not convenient--needs to be attractive

 - Cars are comfy

- Big tax measure--second BART tube; Caltrain; transit oriented development; needs to include EV infrastructure; \$100 billion

Endorse Seamless Bay Area principles and send our 350BA logo for posting on this page

<https://www.seamlessbayarea.org/seamless-transit-principles> The petition it refers to is a statement of principles directed to regional state officials and transit agency heads here:

<https://actionnetwork.org/petitions/build-a-seamless-transit-system-now>

Announcements:

Event in Oakland - 9:30 - 1:30 Saturday August 10 DeFremery Park

Ride and Drive - The San Francisco Ride and Drive --the EV test drive event on Saturday, September 21 at West Sunset Playground 11am -4pm

[Schwarzenegger ad for electric vehicles](#)

Legislative update

Next meeting Aug 18, 10:30-12:30

Sunday, June 16, 10:30-12:30

Attendees: Jack, Janet Walworth, Elena, Jennifer, Kathy, Bill, Sara, Lawrence Abbott

Mega-measure: \$100 billion traffic-busting tax plan for the Bay Area taking shape (Kathy) It's called Faster Bay Area. This looks like something we should look into and learn more about. **Will this be climate protective for the future and transform our transportation system?** How much of this money would go to highways vs public transit (EV). walking /biking. EVs and charging infrastructure? Also how will it be funded —will it be regressive and put more burden on low income residents as RMP 3 did?

Also working on this are Ian Griffiths in Seamless Bay Area, Adina Levin in Green Caltrain, and Wendi Kallins on our campaign, who goes to Seamless meetings and works with MTC. BART and the coalition that defeated Prop 6 (the gas-tax repeal) will also be involved.

<https://www.mercurynews.com/2019/06/08/mega-measure-100-billion-traffic-busting-tax-plan-for-the-bay-area-taking-shape/>

link to Smart Cities Dive (no new info there yet)

<https://www.smartcitiesdive.com/news/san-francisco-groups-collaborate-on-100b-transportation-improvement-plan/556591/>

Need a volunteer to do this. Can we draft a press release to send to Erin & other papers?

Spreadsheet on current EV incentives from our CCA's [CCA incentives for EV's](#)

Legislative update - Kathy Dervin

1) [SB 210](#) Smog check requirement for diesel trucks - Assembly Transportation Committee Hearing July 1 This committee let the bill die last year - letters needed--to whom?

2) [AJR 10](#) (the resolution strong supporting the CAA waiver) will be up for a vote on June 24 in Assembly Natural Resources Committee - letters needed

Postcards to Support AJR 10 (Reyes) **Protect our Clean Air Standards!**

Address to:

Assemblymember Laura Friedman
Chair, Assembly Natural Resources Cmt
1020 N Street, Room 164
Sacramento, Ca 95814

Points to use:

(ALL) Please vote yes on **AJR 10** which expresses the Ca legislature's strong support for California's effective clean car standards under the US EPA's Clean Air Act.

(Choose a few of these points to put in your postcard-it needs to be short):

California's clean car standards are essential for our clean air and a healthy and safe climate now and for our children. Don't allow the federal govt to gravely weaken our vehicle pollution standards leading to worse air quality in our state. 12 other states rely on the Calif clean car standards and want them to continue.

Improving fuel efficiency and cleaning up our air is something everyone can support- it saves lives and money. Even auto makers are worried this reckless White House action can lead to instability and higher prices in the car market.

Calif's clean car standards have worked! We all benefit from stronger vehicle standards and less air pollution and a safer climate.

Reducing air pollution and GHG emissions is a GOOD thing for everyone—it is not a partisan issue. Why should we waste gasoline when we can have efficient and clean cars.

(ENDING) Clean air and a safe climate are important for me and my family. I urge you to pass AJR 10 and speak up for California's health and safety.

Sincerely,

Sign your name, city and zip code

3) AB 1046--raises goal to 5 million EVs by 2030. Study to understand how much rebates would need to be.

4) [AB 40](#) F/U budget play by Ting (he got \$1.5 million put into the budget for the CARB to do a study on phasing out ICE and they added a few other things to the study).

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Reports

Berkeley proposal to ban fossil fuel cars -- Sara

MTC report - Sara MTC is working on refining its model; Jake McKenzie no longer head of MTC; Scott Haggerty is new head; New director of MTC--Therese MacMillan

SF TNC tax - Sara-- SF is allowed up to 3.25% per state legislation; shared rides 1.5%; will be a measure on the SF ballot; EV rate is 1.5%.

SB59--Jack SB336--will require a paid person on automated public transit buses

Alameda fleet electrification - Jack - report from Bill Zeller in SF; discussion of police cars in Fremont--

From Jennifer to Everyone:

<https://www.fremontpolice.org/DocumentCenter/View/426> has some more numbers about the total 5-year lifetime costs including maintenance/fuel (looks good for the EV)

Fremont.gov's article when they launched the Tesla police car <https://fremont.gov/CivicAlerts.aspx?AID=1509>

San Pablo Ave. - El Cerrito voted for protected bike lanes three years ago, but still controversial; multi-city project; decision next year

City reports -- EB Community Energy report--Jack; Fremont possible EV101 opportunity; protected bike intersection; Ecology center sold out EV101 events; Palo Alto shut down a new parking structure in downtown; Richmond--new ferry, working on bicycle access/lockers, may reduce traffic on I-80; bike access to San Rafael bridge

Electric bikes--do they get subsidies?

Review goals next meeting

Next meeting

Discussion

Congestion pricing

Elena will talk to SFE;

Jack will look at London & talk to SFMTA;

SPUR has a report--Elena will look it up;

Sara will look up TRANSFORM

[TRANSFORM study](#) on congestion pricing updated March 2019

Goals of this Committee

Review/discussion of Our goals:

We need to select few high-priority projects

1. Support AB40--need a plan B! AB 1046; new statewide coalition; combat federal attacks;
2. Train 12 speakers in EV101, develop the speakers program (Aaron, Jim, Elena)--see report above
Check Now we need to find some venues.
3. Other related EV goals

-Educate Public--EV101

-Promote charging station installation--Need to discuss how to do this, and if we have the ability/bandwidth Jack has been working 4 high speed chargers in Oakland.

-Fleet conversion for cities and counties

-Proposal for a city backed loan program, revenue bonds--**Jack** to talk to Oakland about this How to include this in the Climate Plans of each Climate Emergency City? How can CCA's be involved? Perhaps that is easier. Perhaps put together a data base of which CCA's are already doing something. (**Elena** to put together a spreadsheet of opportunities offered by CCA's currently)

4. Support legislation requiring automated vehicles to be electric, and priced to incentivize sharing (possibly require government ownership?)--not clear if any legislation addresses this? Study bill passed, we need to look at what is in it. **Kathy** to look into it.

Jack, Aaron, Jim will consider this in view of Greenlining report

5. Support transit oriented high density land use decisions -- track through MTC Plan Bay Area/Priority Development Areas--SB50 Weiner now a two year bill; needs protection against displacement; BART space will be developed

6. Support electrification of buses asap **Sara** will look into what CARB has mandated, and what progress has taken place.

CARB had a hearing on this and supports this goal

Need to look to get more details on how to support.

7. Pressure MTC to work on getting off of fossil fuels? New ED for MTC -- meet with her. **Sara** will talk to Wendy Kallins.

8. Help get the Green New Deal passed. [Text of the House resolution.](#)

It includes High-Speed Rail

<https://www.dailykos.com/stories/2019/2/12/1833568/-It-s-Here-Green-New-Deal-Calls-for-National-High-Speed-Rail-More-Photos>

9. Regional Climate Emergency mobilization; promote specific city/regional actions

Sunday, May 19, 10:30 AM - 12:30 PM

Note taker Elena

Facilitator Jack

Timekeeper

Attendees Jack Fleck, Sara Greenwald, Elena Engel, Eric Simon (Redwood City), Jennifer Neff (Fremont), Kathy Dervin, Matt Bordas (Berkeley) Ava (SV)

Announcements

Volunteers needed to find venues for EV101. **Elena** will share spreadsheet that tracks venue/audience contacts. Two volunteers are looking for venues and interested groups.

Legislation

[SB 44](#)--Require strategy for reducing emissions from Medium and Heavy duty vehicles. Bill has been eviscerated. Trucking and oil interests have intervened in opposition. It has been heavily amended and no longer is useful. Also governor has cut funding for moving off of diesel, from \$200M to \$40M. Leg committee not sure if they will support at all.

SB 210 diesel smog checks. Turned into a 2 yr pilot program. Would require smog checks. It is only a pilot because trucking industry opposed and weakened, and advocates did not have power to keep it strong
SB526 Requires decrease in VMT--land use and transportation bill. Amended to make it weak. Held in appropriations and has died. .

AB 1046--5 million EVs by 2030; cleared assembly transportation committee. Weakened to include PHEV. Passed out of appropriations.

Reports

[CARB Workshop](#): Potential Impacts of Federal Vehicle Standards Rollback. Oil industry is behind this move to trash the standards and the California waiver. Once the Federal Government rule is released California and 12 other States that follow the same rules will sue. Affects our ability to mandate EV adoption in

California. Unclear what happens when we sue; if we cannot get a stay of the rule, it will cause chaos, assumes rules would go into effect immediately.

[Federal Mileage Standards](#) action ideas? Need nationwide campaign. State resolution. Perhaps speak with John Gioia about how to move forward in opposition. Obviously need to work in coalition.

[Anti-Chevron Day protest Tuesday May 21](#) 12-1, in Richmond. Annual fun ! The Cost of Carbon

[Ride n Drive Event April 28 in San Francisco](#) Next September 21st as part of National Drive Electric Week , SF will have a Ride and Drive event. But we lost our funding and will need to raise money if this event is going to take place.

[Alameda County](#): meeting 5/16 to discuss converting their fleet to EV (Jack) . There is a fair amount of resistance, always some reason why they can't do it. also status of San Francisco fleet conversion-not much progress.

TNC report--San Francisco tax. Not clear where this legislation is, 350SF discussed this at yesterday's meeting. Language of legislation is not yet released, so we are unsure what is in it. We need to get involved with the coalition that is interested in pushing this.

Berkeley was going to purchase 10 gas vehicles, on consent. Kate Harrison, City Council person got it pulled with input from advocates from consent because they insisted it should be EV, and were successful. So, we have to be watchful of our City Councils to make sure they don't revert to BAU.

City reports ([Spreadsheet](#))

Oakland will be holding public meetings on their Climate Action Plan.

Fremont has posted information for Clean Cars for All (low income assistance for getting EV's) **Elena and Jennifer** to find out information about this program.

Jack and Kathy are involved in organizing a regional summit of cities to discuss and work together on their Climate Emergency. May include conferences for the City officials, and also for Labor, advocates, etc.

Sierra Club has been collecting information on various goals and ideas of various cities. Trying to inform SC what should our cities be doing? Kathy will send link for Transportation to look at and add to.

https://drive.google.com/file/d/1XQ_Ku-Q_CmxASbVPHjj65JB06nx9o6g8/view

Review/discussion of Our goals:

We need to select few high-priority projects

9. Support AB40--need a plan B! AB 1046; new statewide coalition; combat federal attacks;

10. Train 12 speakers in EV101, develop the speakers program (Aaron, Jim, Elena)--see report above
Check Now we need to find some venues.

11. Other related EV goals

-Educate Public--EV101

-Promote charging station installation--Need to discuss how to do this, and if we have the ability/bandwidth Jack has been working 4 high speed chargers in Oakland.

-Fleet conversion for cities and counties

-Proposal for a city backed loan program, revenue bonds--**Jack** to talk to Oakland about this How to include this in the Climate Plans of each Climate Emergency City? How can CCA's be involved? Perhaps that is

easier. Perhaps put together a data base of which CCA's are already doing something. (**Elena** to put together a spreadsheet of opportunities offered by CCA's currently)

12. Support legislation requiring automated vehicles to be electric, and priced to incentivize sharing (possibly require government ownership?)--not clear if any legislation addresses this? Study bill passed, we need to look at what is in it. **Kathy** to look into it.

Jack, Aaron, Jim will consider this in view of Greenlining report

13. Support transit oriented high density land use decisions -- track through MTC Plan Bay Area/Priority Development Areas--SB50 Weiner now a two year bill; needs protection against displacement; BART space will be developed

14. Support electrification of buses asap **Sara** will look into what CARB has mandated, and what progress has taken place.

CARB had a hearing on this and supports this goal

Need to look to get more details on how to support.

15. Pressure MTC to work on getting off of fossil fuels? New ED for MTC -- meet with her. **Sara** will talk to Wendy Kallins.

16. Help get the Green New Deal passed. [Text of the House resolution.](#)

It includes High-Speed Rail

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9. Regional Climate Emergency mobilization; promote specific city/regional actions

Next meeting June16, 10:30-12:30

April 2019.04.27, 10 AM -12 PM

Note taker: Elena

Facilitator Jack

Timekeeper

Attendees Harry Chomsky, Eric Simon, Sara Greenwald, Bill Pinkham, Jack Fleck, Jennifer Neff, David Stein, Sandra, Kathy Dervin (partial), Mark Roest (partial) , Lawrance (partial)

Berkeley Ferry Proposal -- Please see this [sign-on letter](#) addressed to the Water Emergency Transportation Authority (**WETA**) outlining reasons to oppose the terminal. **Agreed to sign on to opposition letter.**

Federal legislation

The [Driving America Forward Act](#), would raise the cap on the tax credit to 600,000 vehicles per automaker (current cap is 200,000 which Tesla and GM have already reached). Tell your representative and our Senators to support this bill. It has D and R sponsors. More information at [Plug In America](#).

Legislation

Kathy (will be late) **Note: 2700 bills have been presented this session--that's a very large number.**

AB 1046 - Charge Ahead initiative--cleared the Transportation Committee 4/23. This aims for 5 million EVs by 2030. Also asks for assessments by agencies of costs of incentives. **Now goes to Appropriations.**

SB 44--Medium and Heavy duty vehicles--hearing 4/23--passed 9-3, **goes to Appropriations.**

SB 336 Transportation: fully-automated transit vehicles. it would require one operator to provide assistance, safety, etc in full AVs. **This passed**

AB 40 - Phil Ting. Study by ARB of "HOW to phase out ICE vehicles by 2040". **We need to replace Asm Frazier**, the bill did not even make it to the committee for a vote because Frazier opposed it. **Sara will ask Indivisible and Swing Left if Frazier is on their radar to replace.**

AB 1418 - Transportation electrification: electric school buses- infrastructure planning
Assembly member Holden made this a 2 year bill.

SB 210 Smog check for trucks 4/25 Passed Transp. Referred to

Appropriations

350BA Leg committee is already supporting - need to decide priority- probably a 2 or 3

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB210

SB 127 \$ for active transportation: complete streets.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB127

Cal Trans must comply w/ [Complete Streets](#) on state hwys – this bill would add bike and ped standards early in projects (not adding then at the end when there may be no \$ left in the project)

SB59-Leg wants to look into this one,KD wants to talk to UCS to see where this bill is. Study of AV's

[Ride n Drive Event April 28 in San Francisco](#)--tabling opportunity, and Test Drive opportunity **Sara will bring 350BA banner, some banners, bring sign-in sheets.**

Report from April 16 EV101 class; any other classes? These are very popular. We are looking for more audiences and venues. Anyone have any ideas, and can connect us with groups or locations that might want to have us speak?

City reports ([Spreadsheet](#))

- Fremont--Police Dept running a test on a Tesla.
- Berkeley-350EB has formed a Berkeley hub to look at the CAP's to see what is most
- Albany - Harry Chomsky reports that he I attended the meeting in Albany to discuss transportation measures in the upcoming remake of the city's Climate Action Plan with local advocates, mostly from Albany Strollers & Rollers, and professionals including Albany city staff and representatives from larger regions like MTC. Claire, the city's sustainability coordinator, was trying to get as many ideas and opinions in hand as she could before writing up a draft CAP.

The CAP is to achieve 60% reduction by 2035 and reach carbon neutrality by 2050. The actions recommended in this CAP update will extend through 2035. Future revisions will consider actions beyond that date. Regarding EV

infrastructure, Albany is apparently trying to encourage developers to lay conduit at every opportunity during construction projects to facilitate adding chargers when needed, but stricter requirements could be added.

On active transportation, there was discussion of getting people out of their cars and onto transit, bikes, scooters, or walking by improving. Everyone loved the idea of a sh

uttle between El Cerrito Plaza BART and Solano Ave, with stops along the way to give residents in the north half of Albany easy access to BART. The economics of such a program were not really articulated — likely number of users, and how much use would make it worthwhile. Everyone supported bike infrastructure and bike and scooter sharing programs. Harry suggested that even if we make it really easy for people to get around without their cars, it will still be easy for people to get around *with* their cars, so they will continue to drive solo unless they need to change. He suggested considering measures to make driving (or car ownership) more expensive and less convenient, despite the inevitable political resistance to such policies.

Aleida Andrino-Chavez, an Alameda County planner in the Fremont area who used to be Albany's transportation planner, said Fremont has built a lot of new bike infrastructure but it is not being used. Albany is smaller and more trips are bikeable, but Aleida's point carried some weight. Pricing parking, can discourage excessive driving, but most of Albany's parking is so lightly used that it doesn't meet the standard threshold for pricing (85% utilization). People are utterly convinced that it is impossible to find parking in Albany, but in fact the problem is that it's too easy to find parking. Others asked about removing excess traffic lanes (road diets), but the only streets in town with multiple lanes are San Pablo and Buchanan, where options are limited by Caltrans rules.

- San Mateo CCA--\$3 million budget for supporting electric vehicles; pilot projects--subsidize leases, purchases, finding most effective ways: Sonoma CCA has subsidies/group buying; maybe Marin
- Richmond--no coal in Richmond; Levin Terminal--coal and petcoke; No Coal alliance--Oakland, Richmond, Vallejo
- San Leandro Climate Advocates--Lawrence--divest San Leandro banking.

Other reports

Wednesday, April 10th Verkehrsverbünde (Integrated Transit System) Talk on German regional transit system coordinating multiple agencies

Budget for 2019-20--350 Bay Area has asked each of its campaign groups how much budget support they want for next fiscal year (starting July 1). Any suggestions for budget items?

Sara - business cards with our logo, URL, and a motto like Transportation without Greenhouse Gas

Also business-card sized cards that say "thank you for riding green" or something like that, for use at ride-&-drives and on transit?

We can get 500 cards, with the union bug, for about \$75 at

<https://www.buttonsonline.com/artwork/business-cards/>. (250 for about \$60, so 500 is cheaper)

Announcement--Bike to Work Day is May 9

Note: At our last meeting we discussed the goals below. Any progress to report?

17. Support AB40--need a plan B!

18. Train 12 speakers in EV101, develop the speakers program (Aaron, Jim, Elena)--see report above

Check

19. Other related EV goals

-Educate Public

-Promote charging station installation--Jack

-Fleet conversion for cities and counties

20. Support legislation requiring automated vehicles to be electric, and priced to incentivize sharing (possibly require government ownership?)--not clear if any legislation addresses this?

Jack, Aaron, Jim will consider this in view of Greenlining report

21. Support transit oriented high density land use decisions -- track through MTC Plan Bay Area/Priority Development Areas

22. Support electrification of buses asap

CARB had a hearing on this and supports this goal

Need to look to get more details on how to support.

23. Pressure MTC to work on getting off of fossil fuels?

24. Help get the Green New Deal passed. [Text of the House resolution.](#)

It includes High-Speed Rail

<https://www.dailykos.com/stories/2019/2/12/1833568/-It-s-Here-Green-New-Deal-Calls-for-National-High-Speed-Rail-More-Photos>

9. Regional Climate Emergency mobilization; promote specific city/regional actions

Next meeting--Sunday, May 19; 10:30 AM

March 2019.03.17, 10:30-12:30 PM

Zoom call

Facilitator: Jack and Sara

Note-taker: Jim Naprawa **Timekeeper:**

Attendees: Jack Fleck, Sara Greenwald, David Stein, Jim Naprawa, Harry Chomsky, Susan Campbell, Eric Simon, Jennifer, Aaron

Suggested topics:

REPORTS

Legislation

Bills need to be submitted by April

The 350 BAA Legislative Committee is forming an Interim Policy Committee that will make final decisions on bills the Leg Committee will work on this year. They need to look at ALL the bills overall and assess their capacity to work on bills and do all the coordinating work involved.

We expect to support the following.

AB 40 All EV (phase out ICE) by 2040

350BA Leg committee is already supporting Priority 1

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB40

require the state board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, by 2040

In committee, Asm Transportation

Notes: phase out fossil fuel vehicles including trucks by 2040

Will call on CARB to develop strategy which assembly can then vote on. CARB expected to have strategy by 2020.

SB 210 Smog check for trucks

350BA Leg committee is already supporting - need to decide priority- probably a 2 or 3

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB210

Develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles, as specified. The bill would authorize the state board to assess a fee and penalties as part of the program. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation.

In committee Sen Environmental Quality

Note: We think it has to go through more committees. 4/25 Passed Transp. Referred to Appropriations

AJR 10 Clean Air Act waivers

350BA Leg committee will probably support & count this as getting a lot of our effort

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AJR10

This measure would state that the Legislature strongly and unequivocally supports the existing fuel economy and greenhouse gas emissions standards and California's federal Clean Air Act waivers; will consider any and all appropriate actions to maintain vehicle emissions standards for the protection of public health, California residents, and the economy; and strongly urges the President and Vice President of the United States, the Secretary of the United States Department of Transportation, and the Administrator of the United States Environmental Protection Agency to reject the Safer and Affordable Fuel Efficient Vehicles Proposed Rule for Model Years 2021–2026.

Notes: Assembly Joint Resolution supporting CA measures on fuel economy/GHG emissions. Should recognize other states who have adopted CA's standards.

Action item: Jack will check the wording to make sure other states are recognized--I did check and they are included--Jack

SB 44 \$ cleaner medium/heavy trucks

350BA Leg committee will probably Support but also find out more from Skinner

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB44

This bill would state that an unspecified amount of the annual proceeds of the Greenhouse Gas Reduction Fund will be appropriated in each annual Budget Act through the 2024–25 fiscal year to the state board for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to support the commercialization of medium-duty and heavy-duty vehicles that reduce greenhouse gas emissions.

In committee Sen Rules

Notes: Need to find out what exactly this bill is asking for. Sounds like its aim is to support truck makers who are building cleaner trucks.

Action item:

Need to look into this Question: How important is this program and should it be funded to the exclusion of other programs?

SB 127 \$ for active transportation: complete streets

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB127

Cal Trans must comply w/ [Complete Streets](#) on state hwy's – this bill would add bike and ped standards early in projects (not adding them at the end when there may be no \$ left in the project)

In committee Sen Transportation

Notes: Cal Trans must include bike/walking (active transportation) = Complete streets principles in initial plans

SB 526 Require local plans to cut VMT

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB526

Amends SB 375 to require to Metropolitan Planning Orgs (MPOs) - for us, MTC - to do more to reduce VMT - and if they don't, make them change their budgeting, also requires a state mobility plan

In committee Sen Environmental Quality

Notes: Attempt to push MPO's to do more to reduce VMT's and if they do not, they could lose funds

Action items: Ask Wendy how do counties coordinate funding with MPO's (in our case, MTC).

Question: Who should we be lobbying to/supporting, MPO or counties?

MPO's span multiple counties.

Jack: MTC does not have a goal specifically to address climate change.

AB 1411 Add ZEV freight vehicle goal to SB44

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1411

(From Reyes, also author of AJR 10) - Add a goal of 200,000 ZEV medium to heavy vehicles (freight) (this would be complementary to SB 44 (skinner's ditch diesel bill) This would help retire diesel vehicles and convert them to EV.

In committee Asm Transportation

Notes: ZEV-zero emission vehicles

TRANSIT BILLS - Leg does not plan to look at these at all

AB 1543 Holden D

1st reading

AB 1543 seems to reduce the funding penalty for reduced fare programs.

Apparently at present, to receive funding under the Transportation Development act, a transit provider must get a certain amount of its operating costs from fares - 20% in urbanized areas and 10% in nonurbanized areas. (Muni's budget seems to indicate that it gets more like 17%, but maybe they calculate this differently). Obviously, reduced fare programs then cut into an agency's funding.

AB 1543 "would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs."

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1543

Notes: We want ridership based on actual number of riders instead of based on fares paid which undervalues lower income riders.

Sara-this would move clean air up on the priorities list. Also, is an equity issue.

AB 1112 Friedman Transportation and land use.

May be heard in committee March 24.

Expresses intent to enact legislation to encourage the use of micro-mobility transportation.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1112

AB 1142 Friedman D Strategic Growth Council: transportation pilot projects: regional transportation plans.

3/7/19 Referred to Com. on TRANS.

Adds to mandate for each transportation agency to produce a plan, that if the pop of the area served is above 200,000, it must include TNCs as "measures" and include "Measures of barriers to higher use of existing transit, including, but not limited to, frequency of public transit, lack of sufficient parking facilities near existing public transit, lack of microtransit options to supplement existing public transit, and lack of sufficient safe facilities for storage of active transportation equipment."

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1142

Notes: Would require transportation agencies to examine why ridership is not as high as we would like. David: AC transit bus routes not convenient.

AB1046: Eric would like to push for improved incentives for EV's in this bill

Action item: Jack will put Eric in touch with Elena Engel to speak to someone from Ting's office on this issue.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB1046

Autonomous vehicles - Greenlining paper report [Jack's comments here](#)

Notes: autonomous vehicles are coming. Our goal is to push regulations that promote equitable/social justice principles and vehicle sharing in the implementation of autonomous vehicles into communities.

Resources:

Dan Sperling: "Three Revolutions". Book by UC Davis professor <https://3rev.ucdavis.edu>

Tony Seba: Economist/Futurist

Community transportation/climate action plan support

Spreadsheet on local cities' climate action plans.

<https://docs.google.com/spreadsheets/d/1ib7AxHFsqD0dy5e0uUmyW1PEY0JABfb-VhBj98x7Haw/edit?usp=sharing>

Fremont: has committed to going carbon neutral by 2045

Jack: Most cities have goal of 80% carbon neutral by 2050. Governor recommends 100% by 2045

Redwood City: climate action meeting coming up. Redwood city has many car dealerships.

Action item: Eric to speak to Elena about arranging for EV speaker engagement in Redwood City.

Albany: Harry will be meeting with City planners to discuss transportation features for the upcoming Climate Action Plan 2.0.

Solano Ave reconstruction- need to make sure bike paths are part of plan

Oakland: Aaron. Oakland Climate Emergency and Action meeting.

Faultline Art Space

850 42nd Ave

1pm Sat Mar 23

Berkeley: Sue. Meeting individually with each council member to discuss progress on city climate plan

Berkeley group meets every other week. Not specifically focussed on transportation.

EBCE (East Bay Community Energy):

offers training on how community energy works.

Staffing tables at environmental events to promote community energy

Jack: encourage EBCE to provide incentives for EV purchase

Discussion of MTC Horizons workshops held to date

Action item: Jim: see what Walnut Creek says about going carbon neutral. Is it consistent with Governor Brown's recommendation

Announcement(s):

We are looking for people willing to be trained to present EV 101 classes. That's on April 7 , 1-3pm at the Ecology Center in Berkeley, 2530 San Pablo Ave.

Ride-N-Drive-- April 28 details tbd

Climate reality Project--40 people met in Alameda county; are pushing Ala county to adopt an EV fleet for county vehicles. Wei Tai Kwok is key organizer. Philip Kovernik is Alameda County staff person; has [white paper on mass adoption of EVs.](#)

UPCOMING ACTION

MTC Horizons workshop update:

MTC and ABAG are hosting public workshops on transportation, land use, economic development and resilience strategies for 2050. We're supposed to choose among strategies to be used in 3 three different "futures," - which strategies will produce the best outcomes for each. This is to plan the response to 3 different scenarios outside MTC's control:

- Clean & Green - fed carbon tax leading to strong climate action
- Rising Tides, Falling Fortunes - tax cuts, federal climate denial, no infrastructure for mitigation
- Back to the Future - infrastructure & wealth (this scenario appears to ignore climate)

We should try to have a presence at these meetings to let MTC know electric and public transportation needs to be part of the plan.

Who are the MTC board members?

[Sessions:](#)

-San Francisco (special session): Monday, March 11, 9am -?, 375 Beale St. (Wendi participating, Sara may observe)

-Oakland: Tuesday, March 12, 6 – 8 p.m., 101 8th Street (Jack)

-San Jose: Thursday, March 14, 6 – 8 p.m., 200 E. Santa Clara Street

-Petaluma: Saturday, March 16, 10 a.m. – 12 noon, 320 North McDowell Blvd. (Terri)

-San Bruno: Tuesday, March 19, 6 – 8 p.m., Tanforan Mall, Second Floor, Storefront #289 (next to G by Guess), 1150 El Camino Real, San Bruno

-Vallejo: Wednesday, March 20, 6 – 8 p.m., 253 Georgia Street (Jim)

-Contra Costa County (TBD), Location, date, and time to be announced

PROPOSAL: Jack proposes we support MTC on increasing population density near public transit (80% of new housing developments) However, this will only reduce per capita carbon footprint by 10%.

Comment on proposal: Wendi identified further items we could endorse:

-parking restriction

-rail expansion

-rapid transit

Report on the special planners' session March 11 (Sara).

Background

Plan Bay Area 2040 required municipalities to make plans using goals MTC set under the assumption that everything will just continue, not change. For the next update, MTC is trying to add outside variables to its modeling & see how they impact their old assumptions about what strategies will work. Those strategies are what they will recommend for the next Plan Bay Area. The new process is an improvement in terms of modeling. Wendi says it's the first time she has seen MTC acknowledge that we have to start planning for a future that's going to be really different from what we've ever known. MTC is acknowledging that VMT & housing prices will keep going up unless something is done.

MTC is asking its model to evaluate strategies in futures determined by factors that are external (federal policy, climate effects, economic changes). 1. Bad federal policy, severely worse climate, weak economy. 2. Good federal policy, more mildly worse climate, moderately strong economy. 3. Current trends continue. [Climate change is only one of several factors, and represented only as sea level rise, so it has relatively little impact.]

Note: This is different from last time, where they asked us to pick one of several "futures" that translated into planning goals, and mandated strategies to achieve the selected goals.

The sessions

The one Wendi attended was special for planning works. Attendees were presented with a future and asked to choose the best strategies (laws and policies) to achieve goals like Affordable housing, Diversity, Transportation ease/affordability, Health, Economic vibrancy. Then the group was presented with the next "future" and picked strategies for that.

Next, MTC will plug in the strategies that got the most votes & remodel & see what happens. Once they have decided, electeds have to approve - this is all about staff recommendations. Next steps for them and

us may be about lobbying state legislators. A lot of CASA has to go to the state level to make these things happen.

If you go

Read the “futures” scenarios, look at [the futures and strategies](#) online, know which strategies you want to recommend & make sure those votes are recorded at the workshop.

DISCUSSION

Campaign Goals

We’d like some focus and a short “elevator speech” stating our mission/goals.

Discussed at last meeting:

- 25. Support AB40
- 26. Train 12 speakers in EV101, develop the speakers program (Aaron, Jim)
- 27. Other related EV goals

-Educate Public

-Promote charging station installation

- 28. Support legislation requiring automated vehicles to be electric, and priced to incentivize sharing (possibly require government ownership?)

Jack, Aaron, Jim will consider this in view of Greenlining report

- 29. Support transit oriented high density land use decisions -- track through MTC Plan Bay Area/Priority Development Areas
- 30. Support electrification of buses asap

CARB had a hearing on this and supports this goal

Need to look to get more details on how to support.

- 31. Pressure MTC to work on getting off of fossil fuels?
- 32. Help get the Green New Deal passed. [Text of the House resolution.](#)

It includes High-Speed Rail

<https://www.dailykos.com/stories/2019/2/12/1833568/-It-s-Here-Green-New-Deal-Calls-for-National-High-Speed-Rail-More-Photos>

Next Meeting Saturday, April 27-- 10:00 AM

February 2019.02.17, 10:30-12:30 PM

Zoom call

Facilitator: Jack and Sara

Note-taker: JIm Naprawa

Timekeeper:

Suggested topics:

Attendees: Terri Moon--Cotati, Jack Fleck--Oakland, Sara Greenwald--San Francisco, Baba Kofi Weusijana--San Leandro, Aaron Reaven--Oakland, Bill Pinkham--Richmond, Jim Naprawa--Walnut Creek, David Stein--Berkeley, Jennifer Neff--Fremont, Eric Simon--Redwood City

1. **Autonomous Vehicles (Jack) - 10 min?**

(<http://greenlining.org/publications/2019/autonomous-vehicle-heaven-or-hell-creating-a-transportation-revolution-that-benefits-all/>)

This report seeks to chart a path away from personally-owned autonomous vehicles and instead establish a vision and a path towards a “heaven” scenario that improves mobility for all people, reduces air pollution, and increases economic opportunities, particularly for marginalized populations. In a “heaven” future, all people will have access to Fleets of Autonomous Vehicles that are Electric and Shared, known as FAVES, that replace the need for personal vehicle ownership. In this equitable and sustainable vision, we must continue to prioritize walking, biking, and public transit—still the healthiest, most sustainable alternatives—over FAVES and all other autonomous vehicles, to the maximum extent possible. To get there, we must put marginalized people first, reclaim our streets for people and not cars, and utilize this autonomous vehicle revolution as a tool to address the transportation, environment, and economic injustices of the past.

Notes:

Nancy Skinner introduced bill to make all autonomous vehicles be EV but bill watered down to study the issue because Silicon Valley opposed.

Jack asked if all autonomous vehicles could be government owned

Aaron proposed making all micro mobility scooters/bikes under transit authority rather than privately owned.

Discussion about Uber/Lyft shared rides vs. private rides.

Question: what percentage of rides are shared?

UC Davis studies this issue. Dan Sperling (“The Three Revolutions”-Automation, Electrification, Shared)

Jack, Aaron, Jim will form group to study Greenlining paper.

2. **AB40 (Kathy or Jack?) 10 min?**

--This is a bill sponsored by SF Assemblymember Phil Ting to require that the California Air Resources Board come up with a plan to phase out fossil fuel vehicles by 2040. It follows last year’s effort to pass AB1745, which did not make it out of the Transportation Committee. AB40 is in the Transportation Committee which has four northern California members--Jim Frazier, chair, Cecilia Aguiar-Curry, Kansen Chu, and Timothy Grayson. We need to reach out to 350 BA supporters in these districts to move the bill out of committee. Hearings are likely starting around **March 11**.

Notes:

AB40 directs CARB to come up with a plan to phase out fossil fuels and bring that back to committee. Our goals:

- 1) to get AB40 out of committee where likelihood of passage is higher.**
- 2) CARB to provide report within 1 year.**

- Terri will speak with her assembly member Aguiar-Curry
- Jim will speak with Grayson,
- Jack will reach out to other members of the Assembly Transportation Committee including Southern California.

Discussion of related legislative goals

Jennifer: Revive Cash for clunkers program

Aaron: Retrofitting Gas cars with electric motors

Jack: Electrify everything

Eric: Electrify more things sooner by providing incentives (rather than mandates)

Terri: Sonoma county working to make sure rebuilt houses destroyed by fires have to have electric heating/stoves. If people build homes with electric it would save homeowners lots of money.

Jack: Leginfo has content of bills, which committee it is in, etc...

3. Goals for the Transportation Campaign (brainstorm) (Jack?) 20 min?

Jack is looking for an elevator speech to explain what transportation committee is working on.

33. Support AB40

34. Train 12 speakers in EV101, develop the speakers program

-Aaron and Jim interested Elena: Miles Maurino, Frances Aubrey (Electrify Everything), Steve Richard, Holly Tse, Jack, Marin GGEVA, . . .

-Educate Public

-Promote charging station installation

Tony Seba. "Energy and Transportation". Highly inspirational. On youtube.

Perhaps show at a public event? <https://www.youtube.com/watch?v=2b3ttqYDwF0>

35. Support transit oriented high density land use decisions -- track through MTC Plan Bay Area/Priority Development Areas

36. Support legislation requiring automated vehicles to be electric, and priced to incentivize sharing (possibly require government ownership?)

Jack, Aaron, Jim will review Greenlining report

37. Support electrification of buses asap

CARB had hearing on this and supports this goal

Need to look to get more details on how to support.

38. Pressure MTC to work on getting off of fossil fuels?

39. Help get the Green New Deal passed. [Text of the House resolution.](#)

It includes High-Speed Rail

<https://www.dailykos.com/stories/2019/2/12/1833568/-It-s-Here-Green-New-Deal-Calls-for-National-High-Speed-Rail-More-Photos>

Sara: MTC Horizon future proposes 3 plans:

a. Seems like options 2 and 3 are terrible and not climate-related. Seems like these two options are straw men and that MTC likely to go with “green” option 1 and our challenge is making sure that it is actually a green option.

b. MTC holding public events to discuss these issues coming up in March (see below). Mar 12: Oakland (Jack), San Jose, Mar 16: Petaluma (Terri), Mar 20: Vallejo (Jim). We should try to have a presence at these meetings to let MTC know climate action needs to be part of the plan.

c. Jack: need to support MTC on increasing population density near public transit (80% of new housing developments)

i. However, this will only reduce per capita carbon footprint by 10%

4. Public Workshops from MTC/ABAG (Sara)

MTC’s board is appointed, but by elected officials who are supposed to influence them. Wendi has been our MTC liaison.

MTC and ABAG will host 5 public workshops for people to weigh in on transportation, land use, economic development and resilience strategies for 2050. We’re supposed to choose among plans for the 3 three different “futures,” - which strategies will produce the best outcomes for each. This is to plan the response to 3 different FEDERAL/INTERNATIONAL scenarios:

Clean & Green - fed carbon tax leading to strong climate action

Rising Tides, Falling Fortunes - tax cuts & denial & no infrastructure for mitigation

Back to the Future - infrastructure & wealth (this scenario appears to ignore climate)

Then they will evaluate transportation projects according to plans/milestones based on these scenarios.

This seems like an opportunity to ask what the Back to the Future scenario makes of climate emergency (& if insufficient we demand that one be thrown out) and what we will do under the other 2. These are just initial thoughts.

(<https://mtc.ca.gov/our-work/plans-projects/horizon/futures-planning>) Check the schedule at <https://mtc.ca.gov/our-work/plans-projects/horizon/horizon-events> for changes.

Tues March 12, 6 – 8 p.m.

Bay Area Rapid Transit

101 8th Street, Oakland, CA 94607

Thurs March 14, 6 – 8 p.m.

San Jose City Hall

200 E Santa Clara Street, San Jose, CA 95113

Sat March 16, 10 a.m. – 12 p.m.

Petaluma Community Center
320 North McDowell Boulevard, Petaluma, CA 94954

Wed March 20, 6 – 8 p.m.
Cal Maritime
253 Georgia Street, Vallejo, CA 94590

5. [Transportation City Plans](#)--reports/status/updates

6. Announcements/Reports

Rosa Parks Day

Pro-transit march attended by 40 people in Oakland

EV 101/ EVGo--[link to Electrify Everything](#)

EV charging stations on city streets

Anybody want to volunteer to do public speaking/promoting EV's?

Jim is. Jack will let him know next EV 101 meeting

Leg meeting

Eric would like legislative committee to work on generating legislative ideas

Tax higher carbon output cars and use that money to incentivize EV

Purchases

"Feebate"- purchasers of gas guzzlers pay tax that goes to people buying EV's

Jack suggests proposing ideas related to Green New Deal.

Jack will connect Eric with Rob Bonta (Assembly person interested in what can be Done re: Green New Deal in CA)

Demonstrations in Oakland & SF against wall Event locations:

<https://www.crisisresponse.us/event/crisis-response/search/?source=homepage>

Sunrise

SF: Federal Building

Oakland:

Electrification Expo

Aaron: went to Expo.

Saw an excellent speaker (Sean Armstrong Redwood Energy)

on topic of moving from gas appliances to electric

Sea level rise--Hwy 37

Terri: predictions are that Hwy 37 will be underwater within a few years

Jack: Suggested people speak to MTC regarding this issue

Rail on Dumbarton Bridge

Jennifer will attend upcoming public meetings and report back to group

7. Next Meeting Face to face?

Sunday March 17. 10:30-12:30 PM. Perhaps at Sierra Club in Berkeley.

January 2019.01.20, 10:30-12:30 PM

Zoom call

Note-taker: Timekeeper:

Suggested topics:

Jack Oakland, Eric Redwood city, Harry Albany, Bill Richmond, David Stein Berkeley, Jeffrey Gould Alameda, Holly San Ramon, Rand Alameda, Mark Roest San Mateo, Elena San Francisco, Sue Campbell Berkeley, Sara San Francisco

- Bay Area city actions/CAP goals (report spreadsheet at <https://docs.google.com/spreadsheets/d/1ib7AxHFsqD0dy5e0uUmyW1PEY0JABfb-VhBj98x7Haw/>)
- [Spreadsheet of transportation bills](#). Thanks Sue and everyone working on this!
- New transportation people--Holly Tse, David Stein
- [Rosa Parks day](#) event - One of the nationwide Labor Network for Sustainability transit equity day events a press/public awareness event Feb 4 at 14th & Broadway
- EV101 report (see below)
- Electric Auto Association meeting (I believe you have to be a member to attend)
- Earth Day Ride and Drive--350BA contribution?
- Berkeley [EV roadmap questionnaire](#)
- Any legislative updates (see below)

Reports:

EV 101 seems to be an idea that is taking off. People have offered to teach the class in Marin, and we have talked to City of Berkeley about doing a class there. There are currently two more scheduled classes in SF--one in March at the Main Library, and one at UCSF , maybe in May. Dept of the Environment may be interested in continuing this program; they are looking at their work plan. So there are three components to continuing and expanding this program: finding and training speakers, finding venues to give the talk, and publicity for the talks. We will need volunteers for these tasks

Leg overview

- Report just out: **Assessing California's Climate Policies— Transportation**
<https://lao.ca.gov/reports/2018/3912/climate-policies-transportation-122118.pdf>

Impact of legislation in general

Vehicle emissions standard impact = about 4% of CA total

ZEV infrastructure impact = < 0.1% of CA total

Heavy duty vehicles programs impact = 0.6% of CA total

Low-Carbon Fuel programs impact = 1.4% of CA total

CARB 2018 Progress Report (transportation):

https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond without significant changes to how communities and transportation systems are planned, funded, and built.

- Best practices they recommend:
 - Prioritizing certain transportation projects for funding by their performance toward **multiple regional goals** (e.g., greenhouse gas emissions reductions, health, equity, conservation).
 - **Frontloading transportation** projects that promote VMT reduction.
 - Putting policies in place to **mitigate highway capacity increases** with measures that reduce VMT.
 - Creatively **engaging the public**, such as by providing funding for underserved communities to help identify transportation needs and prioritize projects.
 - **Building regional consensus** on key topics, such as where growth should and should not go, or on new policy tools to address the affordable housing crisis.
 - Assisting local agencies in utilizing **SB 375's CEQA streamlining** provisions.
 - Creating regional structures for funding **land conservation** and restoration.
 - **Educating local jurisdictions** about the health, economic, equity, and conservation benefits of RTP scenarios and particular growth strategies.
 - Forecasting and tracking displacement risk.
 - Providing grants and toolbox resources to local agencies and individuals to encourage use of innovative **transportation demand management strategies**, such as Guaranteed Ride Home programs, parking management, new technology, and marketing.
 - Partnering with **TNC companies** to provide free carpool ride experiences.
 - Aligning transit services around a **single payment** system, thereby easing travel and facilitating employer subsidies and other incentive programs.
 - Partnering with **builders** to provide car-share and other alternative travel choices especially at affordable housing developments.
 - Implementing **congestion-based bridge tolls** that vary the cost of the toll based on whether or not the driving occurs during peak commute hours.
 - Creating networks of **Express Lanes** that are free to transit, carpools, vanpools, and motorcycles and that are available to single-occupant vehicles for a toll.
 - **Educating the public** about the high costs of traffic congestion and the possibility of creating mobility zones via congestion pricing.
 - Evaluating **means-based pricing** strategies for public transit.

Next meeting: Sun Feb 17 10:30 - 12:30 PM

December 2018.12.16

Zoom call: Elena, Sara, Jack, Kathy, Aaron, Sue

--Reports on Bay Area city actions/CAP goals (report spreadsheet at <https://docs.google.com/spreadsheets/d/1ib7AxHFsqD0dy5e0uUmyW1PEY0JABfb-VhBj98x7Haw/>)

Note on Berkeley: Berkeley will be contracting with a consultant to lead the development of a **Berkeley Electric Vehicle Roadmap: Strategies for Transitioning from Fossil Fuel Vehicles**. This plan development and consultation with stakeholders is to start in early 2019 (personal communication with Sarah Moore, COB Office of Energy and Sustainability).

https://www.cityofberkeley.info/uploadedFiles/Finance/Level_3_-_General/18-11229-c%20-%20Addendum%20A%20Qestion%20and%20Answer%20RPF%2018-11229-C.pdf

--Federal legislation introduced to phase out fossil fuel vehicles *[please add a sponsor name or specifics if you can]*--Merkley (OR) and Whitehouse (RI)--senators have introduced.

--State legislation AB40 (Ting) introduced to phase out fossil fuel vehicles
(<https://trackbill.com/bill/california-assembly-bill-40-zero-emission-vehicles-comprehensive-strategy/1609306/>)

(Please don't share this) Green California discussion this week regarding moderate/conservative Democrats like Jim Frazier, chair of Assembly Transportation Committee.

--Help in putting together Ride and Drive for Earth Day in San Francisco.

--Who wants to be trained to give EV101 talks? Or to find venues for giving EV101 talks?

What's happening with CCAs and the PUC. (PCIA fee, SB 237- allows direct contracts to go *around the local* CCAs and transmission access charge) -- Update on climate emergency mobilization (CEM) work, also green new deal/relation to transportation campaign (Streetsblog opinion: <https://usa.streetsblog.org/2018/12/04/a-green-new-deal-here-are-some-suggestions/>)

Mother Jones suggests compromise:

<https://www.motherjones.com/politics/2018/12/ocasio-cortez-compromise-jayapal-pocan-green-new-deal/>)

(Aaron) Oakland - Dept of Transportation-Mobility Division (Michael Ford) had a community meeting to talk about electric scooter. Working on regulations-how to fix "problems" while still allowing scooters move forward.

--MTC (and CASA) new Bay Area housing plan--discussion (SJ Merc article at <https://www.mercurynews.com/2018/12/12/employer-taxes-rent-caps-and-more-in-big-bold-bay-area-housing-plan/>)

Note: This topic also relates to the new affordable housing near transit bill (SB 50--last year's SB 827 did not pass but generated a lot of discussion/buzz/debate) introduced by Sen Scott Wiener.

<https://sd11.senate.ca.gov/news/20181204-senator-wiener-introduces-zoning-reform-bill-allow-more-housing-near-public> and

<https://www.bizjournals.com/sanfrancisco/news/2018/12/05/scott-wiener-sb50-bill-housing-density-transit.html> The 350 BA Leg Cmt will be looking at this when we start up again in January.

--Electrification of buses in California--CARB vote 12/15. (press release

<https://ww2.arb.ca.gov/news/california-transitioning-all-electric-public-bus-fleet-2040>)

Report on actions taken (Kathy, rep to Climate Plan and Leg Cmt):

We signed on (with many other groups) to two Climate Plan letters:

- A Transportation Agenda for 2019

https://www.climateplan.org/lead_the_way_california_a_transportation_platform

- Letter sent to joint CARB/Ca Transportation Cmt mtg 12/4 calling for stronger actions on SB 375 and regional reductions in VMT

We (350 BA Leg Cmt) signed onto a letter to Congress from UCS to ask for extending the rebates for EVs.

--Plans for 2019--how can our campaign be most effective? What goals should we set?

--Announcement: Next EV101 class Jan 9 at Richmond(SF) Branch Library

- **Announcement:** Labor unions and environs are sponsoring Rosa Parks Day on Feb 4, 2019. Anyone interested may contact Gayle Eads via email and she will get back to them with more info. Or phone. 916 529 2941.

NEXT MEETING: (3rd Sunday in Jan is Jan 20 - Jan 21 is MLK day so it may be a holiday weekend for some)

November 2018.11.18

Agenda was: Reports on research of municipal climate action plans and officials involved with municipal climate action (report spreadsheet at

<https://docs.google.com/spreadsheets/d/1ib7AxHFsqD0dy5e0uUmyW1PEY0JABfb-VhBj98x7Haw/edit?usp=sharing>)

EV education - opportunities for EV101 or other presentations needed

EV owners to talk about EVs at the Auto show (in SF) - contact Elena if you might do an EV101, she can train people

EV legislation--[link to an article from the Electric Auto Association](#)

SB 375

Electric scooters (Aaron reported)

General discussion of our strategies in view of the increasingly alarming news about climate change (IPCC report etc)

Meeting Times Proposal: We continue to meet on the 3rd Sunday of the month, encouraging Zoom attendance

Announcements: EV101 at GG valley library 7pm Wed Nov 28

Next meeting Sunday Dec. 16, 10:30-12:30 by zoom.

Jack's notes:

Meeting mostly by Zoom. Attendees: Bill Pinkham--Richmond, **Eric** Bonaventura--Redwood City(?—sorry Eric, I forgot to write down your last name), Aaron Reaven--Oakland, Sara Greenwald--San Francisco, Rand Wrobel--Alameda, Jeff Gould--Alameda, Elena Engel--San Francisco, Chris Peeples--Oakland, Sue Campbell--Berkeley, Harry Chomsky--Albany, Jack Fleck--Oakland, Kathy Dervin--Berkeley, Jean Severinghaus--Greenbrae, **Steven** (Trivalley, my apologies, I didn't get your last name), Jennifer Neff--Fremont

I'm just learning Zoom, and I learned that I needed to save the chat before leaving the meeting. Therefore, some of the links and comments are not included in these notes. Feel free to add points that are missing.

We reviewed our investigations into different cities and what they have done for cutting GHGs from transportation. Cities include Berkeley, Redwood City, Oakland, Fremont, and Walnut Creek. Please see [table of comments here](#). Thanks to those who did the investigations! And others are welcomed to add their cities or regions—e.g. Alameda or Trivalley cities (San Ramon, Dublin, Pleasanton, Livermore . . .)

Sue and Sara will create a template of key questions that we should be asking the cities so that we can compare their commitments and progress, and understand how we can push them forward. Questions include:

- What are the current city GHG goals, and how is the city doing to achieve them.
- What is the city doing to support state legislation to reduce GHGs from transportation? What bills is the city supporting?
- What percentage of people in the city live near transit? Is this number growing?
- What bicycle and pedestrian plans exist and what is their implementation status (Bill P—feel free to add your points here)

EV news: Jack reported on the Yes Clean Cars meeting. It looks like Phil Ting will introduce a bill to require CARB to come up with a plan to phase out fossil fuel vehicles by 2040 (or sooner?) This will be introduced in December, and we can take action to get a 350 Bay Area endorsement at that time.

EV education: People are encouraged to attend the annual Auto Show at Moscone Convention Center, November 21-25, to volunteer at the EV educational exhibit, along the main aisle in the South Hall. Please contact Elena (elena.engel@gmail.com) to coordinate volunteer slots.

Elena will be giving an EV 101 talk on November 28, at 7:00 pm (details—Please add, Elena)

Kathy presented a report on SB375 from her meeting with ClimatePlan.org. No region is meeting their vehicle miles traveled reduction goals for 2020 OR 2035!. Kathy will ask our planning team to approve a letter for us to sign on from Climate Plan. We'll send out the letter as soon as it is available for general circulation. Kathy will also contact Abby Young at BAAQMD to see what they are collectiing on city CAPs and transportation goals/reults. BAAQMD is thinking of creating a "dashboard" to get cities to report their progress on CAP goals.

Aaron told us about a couple of meetings he attended in Oakland about eScooters. Some residents have been registering concerns about the scooters riding on the sidewalk, and/or being used by robbers. Policy is evolving. Stay tuned.

Next meeting: By Zoom, 10:30 AM – 12:30 PM, Sunday, December 16.

October 2018.10.21 10:30 am - 12:30 pm

<https://zoom.us/j/6344395404>

Attendees: Harry, Jack, Elena, Kathy, Jennifer, Eric, Jim, Susan, Sara

Meetings calendar: We are going to schedule regular monthly meetings. On the [generalized month calendar](#) (1st Sunday through 4th Saturday), please indicate good/bad meeting times for you.

Municipal plans:

Bay Area cities are being asked to declare a Climate Emergency. Drawing on this effort, we will research local climate action plans' transportation sections and local sustainability officials with jurisdiction over transportation policy. With this information we or collaborators can suggest ways the towns and cities can meet the new CA GHG-reduction goal and move toward the carbon neutrality goal recommended in the recent IPCC report.

Sara will compile the information (send it to her at anderson.greenwald@att.net)

<u>Member</u>	<u>Will research</u>
Susan Campbell	Berkeley
Eric Bonaventura	Redwood City
Jennifer Neff	Fremont
John Kenny(sp?)	Vallejo
Jim Naprawa	Walnut Creek
Sara Greenwald	San Francisco (tentatively)

Legislation

Proposition 6: Leafletting opportunities are being distributed.

Here is [a link to a bunch of ideas](#) on how to promote electrification of transportation on the city, region, state and federal level. Many of the ideas come from the [Coltura/Berkeley Law Center](#) booklet here. We discussed one basic idea--to require all new city passenger vehicle purchases to be Electric. San Francisco recently did this in this ordinance.

EVs Strategy for public awareness campaign to promote EV adoption--Discussion

We are going to check out the Patagonia database of people willing to donate professional talents such as advertising campaign development, graphic arts, and copy writing to help spread the word about EVs and EV infrastructure.

SB 375--update

Next meeting: TBD (November 18 will be suggested)

September 2018.09.16

10 am - 12:30 pm.

Action item - Volunteers needed

1. Sat Sept 22. 11-4pm Table at EV Ride and Drive co-sponsored by 350BA, 39th and Ortega, San Francisco **RSVP to Sara.** West Sunset playground. NDE - Sara & Jack to discuss lit for table
2. Other ride and drives: Find more info at NDEW

Sat Sept 8 Richmond, San Mateo

Sat Sept 15 Marin, Berkeley, Redwood City

Wed Sept 12 San Francisco

Thr Sept 13 San Mateo

Sun Sept 16 Palo Alto

info at transportation.350bayarea.org

(Oakland and other towns with coal trains - a ban? Nancy Skinner could raise a bill - Kathy knows administrative ways... Aaron & Kathy to discuss offline)

Report from GCAS:

Norway speaker (mayor of Oslo): making cities walkable, bike lanes, TOD moving, electrifying all vehicles (whereas Dan Sperling emphasized EVs only)

Jack saw a lot of ZEV workshops including an active transportation panel (bikes & peds etc)

Jean attended active transp panel - data at ITD website on savings from active transp.

Jean/Kathy: Free public transport could compete with the "anywhere, anytime" consumer culture, need to internalize the climate costs of cars

Jack: For EV awareness, early on Norway proposed 100 elec charges & didn't have enough vehicles but that allowed big expansion of EVs - Oakland has a req for all new units to have chargers, Boulder has simple process to install a charger, no inspections etc.

EV actions we could do:

1. electrify fleets,
2. electrify buses,
3. simplify regs to install chargers,
4. CCAs educate people about EVs (which use their product), IOUs could do this also

there is a tow-truck carried battery charger (FreeWire)

Stuttgart Germany has good active transp program, Jack & Jean to consider a proposal to support congestion & parking reduction & protected bike lanes.

Dirty cities to clean transp panel -

Charging bills - some passed in CA this year, Kathy to provide info

Sperling comment that transit doesn't work--what about equity? Active transportation? Reach out to Neil Maizlish. \$1.25 per person mile; 0.25 paid by rider; Uber/Lyft \$1.50 per mile

Harnessing the 3 Revolutions in Transportation for Climate Goals

https://docs.google.com/document/d/1pUv_Sj82U8oujCMx_H-PgnmZmM7auYyHJyah4uVsvC8/edit?usp=sharing

Other GCAS reports (several members attended various sessions)

Aaron met local 192 President of Amalgamated Transit Union - Oakland drivers union, would like to work & maybe talk to us - have a public discussion - arrange it with Laura Neish et al?

Prop 6 - repeal of SB 1 (so-called Gas Tax Repeal). Include mention in our blast

EPA emissions standards attack has strong EV and auto smog impact

Kathy report

1) AB 2923 -we sent a letter to governor asking him to sign, but League of Cities is asking him to VETO the bill. We should thank David Chiu and Tim Grayson. I listened to the floor debate — LOCAL CONTROL !!!!!!!

2) Update and discussion of what if anything we can do to promote: **No on Prop 6** -we have signed on to the campaign (thanks to Laura for writing them a letter) NoProp6.com is the site of the statewide coalition largely focused on road repair (potholes etc do increase emissions). Local transit-oriented coalition formed to oppose repeal because SB1 gives a significant amount to transit, though that's a small % of the overall revenue raised. Their info used in a flyer at RISE march, but NOT YET PUBLIC - check w/ Sara. It's at

https://docs.google.com/document/d/1EVb8woikaEP6YJGp_LCf1annSQA8vrp88L8uZDPHSIM/edit#heading=h.ciinbpv74sn5

3) Update and maybe discussion— Climate Plan is looking at SB 375 for Reg' Transportation Plans and reducing VMT - what changes are needed after 10 years and totally insufficient action? New legislation?

4) FYI only - Transit Measure (tax) in San Mateo county --kind of out of our region

Our strategies & overall plan.

Next meeting? Schedule?

August 2018.08.19

10:30 am - 12:30 pm.

Present: Jack, Elena, Sara, Betsy, Kathy, Mark. Aaron and Laura on zoom

Action and announcements

Action item: Call your rep, HR 6274--Change in how federal caps on EV rebates are calculated:

The \$7500 Federal Tax Credit for buying or leasing an Electric Vehicle begins to be phased out once a manufacturer delivers its 200,000th electric vehicle. Tesla has now hit their limit and GM is expected to hit that limit either this fiscal quarter or the next. Representative Peter Welch (D-VT) has introduced this bill to the House Ways and Means Committee to remove that 200,000 car cap and proposing a calendar-based phase-out. You can read the proposed bill [here](#). There are eight Democratic co-sponsors to this bill. ACTION: Write or call your representative to cosponsor H.R. 6274.

Action item - Volunteers needed

3. Sat Sept 8 Bring your EV to the Rise For Climate - RSVP to elenajengel@gmail.com; See event listed [here](#).

4. Sat Sept 22. 11-4pm Table at EV Ride and Drive co-sponsored by 350BA, 39th and Ortega, San Francisco RSVP to Sara. West Sunset playground.NDE

5. Other ride and drives: Find more info at NDEW

Sat Sept 8 Richmond, San Mateo

Sat Sept 15 Marin, Berkeley, Redwood City

Wed Sept 12 San Francisco

Thurs Sept 13 San Mateo

Sun Sept 16 Palo Alto

info at transportation.350bayarea.org

4. Tabling at Civic Center after the Sept 8 March. 350 Bay Area will have a table. We'll be doing (a letter and) a petition on *Protecting Calif's Fuel Efficiency Standards*. Volunteers can sign up at the 350 BA website if you would like to volunteer at the tabling - or email nanf@350bayarea.org .

Announcement: 350 SF is doing a series of “EV101 programs” in conjunction with the SF Dept of the Environment Wed Aug 22, at Potrero Branch Library; Sept 17 at Ortega Branch Library info at transportation.350bayarea.org [RSVP](#)

Discussion Items:

Discussion item 1: [Calendar](#) of year’s meetings. We need to schedule meetings more ahead of time - ideally for a whole year - so people can plan to attend & we can send out reminders.

NEXT Meeting Sept 16 - 10:30-12:30 (in person)

October meeting TBD - We want to schedule meetings ahead of time so people can get them into their calendars. We have been meeting the first Sunday-but lots of 3-day holidays conflict with that. Talked about moving to 3rd Sunday of the month 10:30-12:30.

Discussion item 2: SB1 issues:

- Signing on to letter of comment on the [SB 1](#) Planning Grant Draft Guidelines -Tentative approval-
- Proposal / Action: Should 350 Bay Area Endorse No on [Prop 6](#) Campaign (to oppose the repeal of SB1/gas tax for infrastructure, transit etc). Approved by consensus and will go to Leg Cmt on 8/21 for review, then to Laura for action.

Discussion item 3: AB 2923--BART land use - One amendment and on the Senate Floor. *Need to look at amendments* -- Changes have been made to recognize if a city already has a “site plan” in place for developments on/near BART property. Any existing BART property within ½ mile would now have to be consistent with the BART building policy.

ACTION: People can call their Senator stating their support for SB 2923. Bill is on the Senate floor-so take action this week.

Discussion Item 5: SF Supervisor Aaron Peskin got Uber & Lyft to agree to a small ride-fare surcharge to benefit SF public transportation, and got CA State Sen Weiner + Assembly Reps Ting & Chiu to agree to write & sponsor the necessary legislation to give the city authorization to make it happen. Action: Send a letter - Sent

- [article](#) with information, [Draft Letter](#) to Peskin et al giving our support for this idea.

BIG Discussion: Discussion of our strategies for the 350 Bay Area Transportation Cmt.

Recap- Our two big areas of work have been:

1. Electrify everything in transportation
- (Jack) AB 1745 will be reintroduced in 2019
- CARB is also going to do work on EV requirements that the legislature can build on.
- (Laura) EVs, Public Transit, Land Use/Density

- At what levels are we doing this work?

Local, County, Region, State

EVs: (Elena- we have 450,000 EVs out of >25 million ICE cars. We still are going to need to convert individual vehicles since large % of emissions are coming from these cars/trucks. We have to get people out of Fossil Fuel vehicles. There are lots of challenges. We need infrastructure.

Mark - what is industry doing? What is PG&E doing (funding charging structure)? What is happening at the PUC (funding charging structure)? At CARB?

Sara- EVs make logical sense (at least as a simple first step) in terms of problem-solving if the problem is the emissions from ICE cars. It can be hard to believe that this solution alienates anybody. Logically it should not be such an obstacle that EVs initially cost a bit more. People should logically demand more subsidies, not just get angry. We can't rely on logic to get rid of ICE vehicles. We need a cultural and political attack on this contradiction.

Kathy - Volunteers -- doing any of this requires more volunteers-we need volunteer recruitment, orientation and training to support coming in to do work in our committee strategies.

Laura: where can we engage in policy analysis, action and mobilizing people.

2. Reduce car use

3. Support transportation efforts of other groups/allies whenever we can

- Existing partners (Transform, Climate Plan, UCS, Earth Justice, Transit Riders Alliance, etc)
- Identify new partners - especially labor and equity-focused groups

4. Legislation at the national, state, regional and local levels

5. Mobilize our supporters to get involved in the above

- Have a strong commitment across our work to equity in transit, mobility, access,

6. Committee planning - someone needs to think about to talk about volunteer engagement and how new volunteers can get involved in 350 Bay Area and this committee in particular - transportation cmt. We need a list of specific asks for new members.

We need more volunteers to learn to speak on public meetings /train them to speak on specific issues

We need a brief description of what we do.

Education, workshop, meetings - what can we offer to new volunteers?

(Kathy note): The Leg Cmt is going to offer a webinar training on housing, land use and transportation.

Looked at the GCAS events on transportation and other climate action areas (see information item 3 below).

Information

Information Item 1: Yes on Clean Cars Coalition update. Preparing for supporting a ban on registration of internal combustion engines by 2040. This will need a lot of push to gain support for this measure.

Information Item 2: The attack on CA emissions standards [Info here](#) There will be petition-signing and letter-writing about this at Civic Center on Sept 8

Transportation affiliated events at GCAS: Let's try to cover as many as we can. Sign up [here for events you can attend](#). Here is a [list of all affiliated events](#). Lots of zero emissions and transit events are in the mix. At our next meeting (Sept 16) people can report.

Tips for attendees:

1. Dress a bit formally if you can. A 350 Bay Area button is helpful.
2. Bring your business cards if you have them. 350 Bay Area has some generic ones.
3. Ask people for their cards and jot at least a few words about what they're into.
4. Ask if videotapes will be available. We could have a viewing event of the good ones later.
5. Don't be too shy about shaking hands and saying you're here with the 350 Bay Area Transportation Campaign.

NEXT MEETING

Date: Sept 16

Time: 10:30-12:30

Location: TBD

July 2018.07.01

10:30 AM zoom call

Attendees: Jack Fleck, Betsy Thagard, Kathy Dervin, Aaron Reaven, Jean Severinghaus, Mark Roest, Harry Chomsky

Zoom <https://zoom.us/j/6344395404>.

Pruitt & Nichols - any followup? Kathy reminds this is all in court & ARB/EPA have been talking for months, people in Indivisible have worked at EPA 30 years **Sara will contact Bradley & get Twitter**

SB 2923 has cleared committee & gone back to appropriations, Betsy will contact Jonathan & thank him, see if any further help needed.

AB1745 Elena/Jack went to a collaborative strategy meeting with Kathryn Phillips of Sierra Club, EarthJustice, Coltura (Janelle London) and others, that involved a lot of strategizing. The Assembly Transp Committee is an obstacle to much climate-oriented transportation. Possible strategy:

1. Get a bill that doesn't call for any ban, just a plan by CARB for implementation of a zero-out

2. Vote to implement it

Kathy said CARB might also be able to do such a study without a legislative directive.

Elena/Jack to stay in touch with this effort.

EarthJustice hosted a meeting re electric buses, which Kathy attended - This was about the VW settlement which distributed \$430mil to CARB, of which \$130mil is allocated for electric buses including school buses, transit agency buses, and some shuttle buses. John Gioia reported that the "natural" gas forces pushed back, but all the \$ is going to electric (not natural gas power) buses.

Proterra (electric bus mfg) company reported that its clientele is growing exponentially. AFL-CIO is on board w/ manufacturing efforts.

BrightLine Defense (from SF) wants new buses routed through disadvantaged communities **Action item: Sara to contact BrightLine**

Very hopeful meeting. This is driven by purchasing & growing from CA to other states/cities. We did some work to support MTA purchase decision. We need to keep on the watch for opportunities to help. **EarthJustice** is working statewide so we can connect with them. They have a **weekly alert** Right to Zero. **Betsy will subscribe in addition to Kathy.** Greenfleet is working to facilitate conversion.

Mark Roest is working on steep reduction in the cost of batteries.

1014 Skinner bill - There was a problem getting support for 350BA leg group from the Transportation campaign.

SB 1014 went out of transp committee now in appropriations. Leg is in close touch with Skinner.

Discussion of the ongoing need for coordination with the leg committee. Leg bills will get picked up Aug 6 for session ending Aug 31. Responses have to be swift, nuanced, and selected in close coordination with the leg group.

Betsy will be liaison. She is a skilled and experienced legislative coworker.

Skinner bill re TNC electric requirement

Climate Plan (Climateplan.org) is a statewide SB375-focused coalition. SB375 includes items on goals for VMT reductions in land-use planning. Climate Plan wrote an authoritative report for CARB about need to reduce VMT. It was delivered to ARB & CAIFed transp agency & they had a high level meeting. This is an important VMT effort. We are a member of Climate Plan.

Next meeting: Sun Aug 19 at 10:30 am - 12:30 pm. Sierra Club confirmed

Agenda item 1: calendar of year's meetings.

We will invite Laura Neish, 350BA exec director.

We will look at our strategies in general. **Jack will book a room** (ideally Sierra Club in Berkeley)--**done**. We need to schedule meetings more ahead of time - ideally for a whole year - so people can plan to attend & we can send out reminders.

Next meeting:

June 2018.06.03

Zoom <https://zoom.us/j/6344395404>.

Attendees: Sara, Jack, Elena, Harry, Jean, Betsy, Wendi

10:45 AM - 12:45 PM

SB 1014 (Skinner; electrify TNCs) We have endorsed this. Status: Passed the Senate 5/31, goes to Assembly **EE to follow up and see what kind of help they need in the Assembly.**

Announcements:

AB1745 Coalition meeting on June 7, 9:30 to 4:30, at Sierra Club in Oakland. If you were on the calls (before AB1745 was pulled) you are invited.

Suggestions for strategy to revive this bill:

--get some new members on the Assembly Transportation Committee

--get a senator to introduce it--e.g. SB1745

--build the coalition

--get Newsom to support it (I believe Chiang and Eastin already do) Jack says we have to put pressure on him since most leverage will be while he is a candidate. Jack will try to follow up.

EV 101 presentations. We have been working with the SF Dept of the Environment for a while to get this going. Looks like we may be able to start doing these presentations in SF. Aiming to do 6 presentations in 2018. [Jack's link to EV101](#) Feel free to edit

Work with CCAs and PG&E; Sonoma Clean Energy gives grants. Ask CCA's about charging stations. Jack to talk to Jim Naprawa about this.

Reported that Waymo is buying 63,000 Chrysler Mini-vans. Why are these not EV? How to find out? <https://www.nytimes.com/2018/05/31/business/waymo-chrysler-minivans.html>

AB2923--status update--BART land use--see info below: Passed the Assembly and now is going to the Senate. Jonathan Kass came to our meeting, Jack will send past e mails, Sara and perhaps Betsy will follow up with him about what is needed to push this further.

Next meeting July 1--10:45 AM

FLOOR ALERT

**AB 2923, Chiu & Grayson,
Mullin, Bloom, and Ting, Co-Authors**

AB 2923 will deliver sustainable, affordable, equitable development where it is needed most -- adjacent to reliable, high-capacity regional transit. AB 2923 will accelerate delivery of over 20,000 units of housing, 7,000 affordable units, and 4.5 million square feet of commercial development adjacent to BART stations in the San Francisco Bay Area.

AB 2923 promotes equity by requiring a minimum of 20% affordable housing; requiring responsible labor practices; and focusing development on priority undeveloped land where it will connect rather than displace existing communities.

AB 2923 makes fiscal sense because it leverages the \$20+ billion BART infrastructure to maximize mobility benefits, GHG emissions reduction, and congestion management. The bill facilitates development that will stabilize BART's operating budget, support appropriate maintenance investments, and minimizing the need for additional fare increases or service reductions.

AB 2923 is endorsed by a broad coalition of state and regional leaders: environmental, housing, labor, equity, and business advocates have united behind AB 2923 as an essential step to creating vibrant, safe and affordable communities on the San Francisco Bay Area's highest priority development sites.

The Bill:

- Requires directly elected BART Board to establish standards for development on BART-owned land at BART stations.
- Requires local jurisdictions to update local zoning where it is inconsistent with BART development standards.
- Requires that at least 20% of units must be affordable.
- Requires that SB35 labor standards apply to development on BART land.
- Subjects BART's approval of zoning standards to CEQA.
- Requires that local design guidelines be incorporated into BART development agreements.



(Cosponsor)



(Cosponsor)



May 2018.05.06

Zoom [https://zoom.us/j/ 6344395404](https://zoom.us/j/6344395404).

5 - 6 PM

- California waiver battle
- SB375 goals
- AB1745 next steps
- Oakland's CURB report
- Planning for building our campaign

Next meeting June 3 10-12

2018.04.01 Transportation Campaign Agenda

Zoom [https://zoom.us/j/ 6344395404](https://zoom.us/j/6344395404).

1:00 - 2:00 PM

1, Introductions--Jack, Kathy, Mark, Aaron

Notetaker

2. Report on [AB1745--Clean Cars 2040](#) -- Jack, Elena, Darcy have been on weekly calls with numerous groups.

--Rally in Sacramento on April 4--see event [here](#). (RALLY CANCELLED--DETAILS TO FOLLOW)

--Hearing in Sacramento on April 16--details to follow.

Ting pulled the bill so it will not be defeated in committee. Wants to bring it back next year.

Follow up:

- Debrief and build the coalition
- Investigate fee per mile pilot that Caltrans did (oppose repeal of SB1)

3. Update on [Climate Plan](#) efforts -- Kathy

Kathy is on SB375/air resources board sub-committee; includes vehicle miles traveled targets; we signed on to letters to CARB pushing for higher targets--25% needed for SB32 goals vs. 19% in current plan (these are per capita goals)

3 legs of state policy:

1. Low carbon fuel standard
2. SB375 VMT reductions
3. Mileage standards

Mark: address congestion with carpooling

Priority Development Areas--need to be careful about displacement, also need to ensure that transit is improved in PDAs.

4. Motion to sign on to [letter urging Muni to electrify their bus fleet](#). And a related request to [push CARB to electrify all public transit by 2040](#).

Approved to sign on Muni letter; Jack will ask Jimmy if UCS wants us to gather more signatures.

Kathy will put link on facebook. Jack will put on website. Kathy will call Carla about the next newsletter.

5. Discussion of [SB1014](#)--Nancy Skinner bill to require TNCs to be electric by 2028. Concerns about equity; should we support private control of TNCs?; perhaps transit agencies can lease the vehicles to drivers?

To do: come up with policies/positions on TNCs; talk to Nancy Skinner; what is Transform's position on this? What are key policy groups in this area?

6. Ala Cty Community Choice Energy--East Bay Community Energy; detailed local development plans--strategy for controlling electrical load/renewable generation/reliable electrical supply. Transportation GHG reduction battery storage strategy--electrify school buses; use as mobile battery banks in the summer. Lot of creative thinking in the EBCE.

7. EPA reversing mileage standards--who is working on this? What is their action plan? Join their efforts. American Lung Association, all big environmental groups, Environment CA, UCS, huge battle.

Toyota, Ford, Volvo, Tesla are supporting CA standards

GM playing both sides--Auto Manufacturing Association pushing this.

Can we go after the automakers? 350.org--would they get involved? At car-shows stage protests;

Other groups will do the legal battles, we should push public opinion/mass action/letters to the editor--send out templates of letters

Two steps being pushed by Pruitt/Trump:

1. Reverse Obama/Pavley standards for 2025
2. Revoke the California waiver

Petition to Mary Nichols--last year; revive

Congresspeople--fight back, legislature/governor--stand firm

Anything else?

2018.03.04 Transportation Campaign Agenda

Zoom <https://zoom.us/j/6344395404>.

Introductions--Jack, Sara, Wendi, Aaron

Decide on a note taker for the meeting

Speaker from AC Transit Union? Aaron will explore options on how to get in touch with Gena Alexander.

Labor/climate event <http://lumina-media.com/climate/>

March 12, 2018 ILWU Local 34

4 Berry Street, at 2nd and King (northeast of AT&T Park)

San Francisco CA

Report from Electrify Everything Committee

Jack and Elena and Darcy (350 Sonoma) have been on several Conference calls about AB1745. Hearing is likely April 16.

Report from Reduce Car Use Committee

Seamless Bay Area meeting coming up

Muni riders one day ride every bus media event (Total Muni).--approved

Smart Growth conference--concerns about self-driving cars taking the place of public transit. TNC regulation ballot measure in SF.

Proposed statement on Regional Measure 3:

The 350 Bay Area Transportation Campaign does not take a position on Regional Measure 3 as a whole. We support increased funding for electrification of all transport vehicles and enhancing public and active transportation, and we support reduced funding for road widening and similar measures that accommodate increased use of fossil-fuel powered vehicles.

Approved.

Proposed statement on Total Muni 2018

2 minutes

The 350 Bay Area Transportation Campaign endorses the Total Muni 2018 celebration, in which participants will travel every bus, rail and streetcar line in the San Francisco Muni system within one day. Total Muni 2018 is an endeavour to widen awareness of public transit, a crucial means of reducing climate-toxic engine emissions.

Approved

Other reports and issues

Housing issue: There are several views and some legislation including Wiener's SB827 (allows quick approval for housing near transit hubs). There is no need to take a position on any legislation, but discussion of group members' priorities and concerns may help as the legislative session proceeds and bills are amended quickly. SB827 Wiener bill.

Suggestion to add amendments regarding improved transit - We will correspond with the 350BA Legislative group on any suggestions since they are spearheading work with Wiener.

SF Mayoral race: San Francisco Transit Riders is going to survey the candidates on transit issues. OK to add our name (that is, join in asking them to answer the survey)? We can get a look at the final questions first. - passed

CARB Meeting on VW settlement money: Quick report (unless Jimmy is present & has more to report) California gets some of the money from VW's settlement, and had a comment session on its initial budget for spending it. It applies to NOX reductions only (NOX is indirectly climate-toxic, other climate toxins are co-pollutants) and only to diesel 2-3Liter engines. School buses and employer buses as well as transit agency buses and trucks will probably be included. Jimmy O'Dea, Mark Roest, and David Schonbrunn commented.

SF TNC fee: Supervisor Aaron Peskin says he will put a measure on the SF ballot for November to charge Uber & Lyft a fee. Quick report on progress. - done

BAAQMD Mobile Source Committee--2/22--

The slides begin on p.10 of the document [here](#) and you can find the discussion beginning at 11m45 in the [video here](#).

2018.02.04 Transportation Campaign Agenda

Western Addition Library
1550 Scott St, San Francisco
1:30-3:30 PM

Jack, Elena, Jean, Kathy, David Schonbrunn, Sara, Mark

1:30-1:35 Introductions
Decide on a note taker for the meeting

1:35- 2:00 Electrify Everything Committee
AB1745 bill to ban sale of fossil fuel vehicles by 2040, other legislation (e.g. SB100)

Report on Gov Brown's Executive Order B-48-18

Public education efforts on EV's-report back -- EV 101

Jim Naprawa (Oakland)

Kathy Dervin (Berkeley)--Sarah Moore

Elena Engel (SF)--Suzanne Loosen

2:00 - 2:25 Report from Reduce Car Use Committee

Transit Equity Day Feb 5 - Gayle Rosa Parks birthday; let's do it next year

BAAQMD Mobile Source Committee January 25 meeting

- They discussed both electrification and trip reduction. In both cases there appeared to be **good opportunities for relationship-building by providing facts**. We are permitted to make public comments & I think show slides - Janet is familiar with BAAQMD.

- On trip reduction, there was a great deal of discussion of last-mile shuttles

Staff took a pessimistic view, saying that as the "low-hanging fruit" of last the mile is taken care of by shuttles, further mitigations from these shuttles will be difficult to achieve and so their funding will be harder to justify. This asinine reasoning is unfortunately not rare in these contexts. The Board expressed indignation.

Action item: They could use help with building political support for last-mile solutions.

- On electrification, there was perception of the need for infrastructure.

Both Haggerty & Kaplan complained about the paucity of chargers, chargers that don't take credit cards etc. In Alameda County. Staff had no real response.

Staff's most recent report on the charger situation in the Bay Area was 3 years ago; they will present their update at the next meeting. They are "reaching out to businesses" esp near the freeways, to host chargers. Plan Bay Area includes a target of getting chargers located near affordable housing.

Action item: Staff could probably use some help from people knowledgeable about EV's, to help update their report. There was also complaint that they don't have an accurate map of where the chargers are.

Find out how CARB is going to administer the 250,000 chargers that Jerry Brown announced.

- David mentioned that they are working on an Indirect Source Mitigation Fee (such as a road use or parking fee).

Seamless Bay Area

2:25 - 2:30 Climate Plan report (SB375) Kathy report ARB scoping plan has a big gap from transportation; GHG per capita targets were improved for 2035 (changed from VMT)

--SB 150 gives a little more teeth to MPOs

--SB 743 goes into effect in 2020; using VMT as a CEQA factor

--VMT mitigation bank--developers can use offsets to go ahead and develop; San Diego is using this--Kathy will look into that.

David: Coalition for Clean Air and Climate Resolve are pushing for stronger targets from ARB; MPOs are resistant

Jean: Should we become a partner with Climate Plan? Sounds good; Kathy will find out how.

Regional Measure 3

2:30 - 3:00 Next steps/action items

2018.01.07 Transportation Campaign Agenda & Minutes

Sierra Club, 2530 San Pablo Ave, Berkeley

1:00 pm - 3:00 pm

In person attendees: Elena Engel, Kathy Dervin, Jim Naprawa, Aaron Reaven, Sara Greenwald, Gayle Eads, Eileen F., Lisa Zimmer Chu, Jack Fleck

Zoom attendees: Mark Roest

1:00 - 1:05 Introductions

Minutes Taker (5 min): It has become a problem that we are losing the minutes so we need a person who can take and post minutes.

1:05 - 1:30 **Legislation on EVs** (25 min): Clean Cars 2040 sponsored by Phil Ting would prohibit registration of gasoline cars/light trucks as of 2040 (*AB 1745*). Does not cover heavy trucks (>10,000 lbs). See fact sheet [here](#), and legislative sign-on sheet request letter [here](#). Discuss actions as legislative session gets under way. Review [list](#) of legislators to contact. Also update on AB1184--subsidies for EVs.

Kathy (transportation campaign and legislative committee) emphasized the importance of submitting bill information to legislative committee so transportation can be part of coordinated 350BA legislative strategy

This bill Has to go through Assembly Transportation Committee, chaired by Jim Frazier, conservative Democrat. How to influence Jim Frasier? He represents Solano County (Delta area) and part of Contra Costa County (not Walnut Creek). His daughter was killed in a car accident. He is conservative on multiple issues. Has Agriculture in his area. This is his last year in the Assembly. He authored a bill allowing charging icons to be posted on the highway signs that show services available at exits.

Need to find constituents of his

Upcoming call with Green California lobbyists to discuss strategy January 9 (February?)

Next Legislative committee meeting is next Sunday (1/16/18)

This bill is not expected to go through this year.

Kathy: need to develop broad strategy. Ex: going to Labor Unions to get their support

Aaron: Have we reached out to Trade Unions? Yes, we have worked with SEIU and other unions.

Gov Brown is putting out his Budget for next 2 years. State of State Address, Jan 25

1:30 - 1:55 **Transportation Network Companies** (Uber/Lyft et al.) (25 min) regulations and other ways to get the cars electrified, integrated with/paying to public transit, paying drivers a living wage [Also discussion](#)

of Chariot interference with SFMTA. More at the [blog](#). This will be a strategy discussion. Desired outcome: List our goals & steps, people who will work on this.

Uber/Lyft getting big, don't offer choice of EVs for customers (they do in London?? - they did but London has banned Uber in a licensing dispute).

Who uses these companies. One study has shown decreased walking/biking due to Transportation Network Companies (TNCs). Effect of TNCs on downtown SF traffic: hard to find this info but thought that much traffic in SF due to single riders in TNCs. Chicago is using taxes to help fund public transit.

NYC requires TNC drivers to have Taxi licenses.

Taxis in SF have to be hybrid or better.

SB 182 allows a driver to register in home area rather than in areas where they work

2014 CA passed law requiring TNCs to give insurance to drivers

Sara recommends we think about these issues and come up with a proposal.

See [blog](#) at our website transportation.350bayarea.org

Elena recommends we push TNCs to require EVs, and TNC companies to help their drivers comply since it will cost drivers \$ to get an EV. Need to find groups to work with on this topic.

Aaron: thinks we should be pushing for public utility to compete TNCs.

Jack: TNCs should be regulated like taxis.

Sara: Who in this area is working on regulation of TNCs?

ACTION ITEMS

Aaron: knows some people in labor movements. He will contact some people to see if anyone is working on this issue. He will invite interested people to next Transportation Meeting.

Jack: will contact people MUNI/MTA on same topic

Elena: TNCs are backed by Ford and GM (?) and can lease EVs to their drivers (as they have done in other cities)

1:55 - 2:10 **Public education efforts** (15 min): Hope is to partner with SF Dept of the Environment to do EV outreach and education. Discuss how to start doing this work. Need someone to find people who can work on PR strategy. Possible partners: Coltura, Rebecca Milliken at City of Berkeley--she organized the Ride and Drive (car company brings car to area and lets public test drive) last September.

Elena: Wants to partner with SF Dept of Environment to do outreach on EVs

She needs to contact Dept again

Wants to do EV101

Car Show in Orinda every September.

-Eileen will look into getting EV101 at this Car Show

Public outreach on EVs

-Kathy will contact Sustainability person in Berkeley

-Elena will contact "" in SF

-Jim will contact "" in Oakland

2:10 - 2:20 **MTC** (Wendi 10 min) - What do we want them to hear from us? E.g. would they support AB 1745? Support improved transit in Priority Development Areas.

2:20 - 2:25 **Seamless Bay Area** (5 min) - report on collaboration with this effort

Sara reviewed meeting with this group.

25 transit authorities in Bay Area. Seamless Bay Area is looking to coordinate and integrate these agencies. No follow up is scheduled with them at this time.

2:25 - 2:35 **Reduce car use** committee report

2:35 - 2:45 Reports from liaisons on **collaboration efforts** (15 min) (create a list of members who have relationship with other groups so we they can report periodically)

Need to develop contact list with other groups working on transportation issues Xxx will start a google sheet

Transform Jack has contacts

Six Wins

Genesis

Breakthrough Communities

Urban Habitat-Gayle will contact this week

--Sierra Club
--Seamless Bay Area
--AC Transit
--SFMTA
--SF Dept of the environment
--Berkeley sustainability
--Oakland sustainability
--MTC Advisory
--BAAQMD

2:45 - 3:00 **Announcements**

- There will probably be a measure on the Nov. 2018 ballot to repeal the gas tax in SB 1 that passed last April. [Blog article](#)
- Aaron: No Coal Oakland
- Wednesday, Jan 10 at 8:30 am
- Gayle: 3\$ Increase toll on ballot this November. State bill to allow Bay Area to increase toll. BART would get a lot of money from this but other mass transit (eg Buses) will not. Need to speak to Chris
- Eileen and Lisa are graphic artists. Per Kathy, 350 Bay Area is in need of help with art.
- Global Climate Action Summit, Sep 12-14

(5 min) Next minute taker for Feb 4 in San Francisco. Western Edition Library 1:30-3:30pm (tentative) We need to improve our Zoom operation!

2017.12.03 Transportation Campaign Agenda

Education Opportunities

Opportunities at the January inaugural anniversary march and the September Global Climate Action Conference

Potential action for both events

Contact and work with 350 Bay Area's volunteer writers & graphic artists to make some good brochures.

Potential action for September event

- Liaise with 350BA planners (Jack has info) and groups who can do EV rides to ensure that an EV tryout even happens at or near the conference
- Work with groups to ensure the presence of displays about SOV-free travel (public transit, carpooling/transit apps) that aren't too apolitical
- Liaise with Muni/conference officials to make sure every "official" conference attendee gets a Clipper Card and opportunities to use it

REPORTS from working groups

Electrify everything

Reduce car use

The group met via Zoom with no technical difficulties. We will do much of our coordination via email and use the same 350 Bay Area Transportation email group but put RCU at the beginning of the subject line. We will put our public information into the campaign's blog page for easy reference.

TNC regulation

Background: Sierra Club of SF is interested at the local level in getting the City to charge mobility (congestion) fees and to charge road-maintenance fees to TNCs, Chariot, and employer buses. This would return some of the externalized cost to them. A discount for electric vehicles could be part of it.

Consensus: Regulating TNCs will be the focus of our next meeting. We would like a presentation about it, and examples of regulation elsewhere.

Action

Gayle Eads knows and will keep in touch with Matt Williams of the Bay Area Sierra Club, who is chair of the Sierra Club's Transportation & Compact Development Committee and is in the East Bay Sierra club chapter.

Sara Greenwald will put group information on this onto the campaign's blog for easy reference.

Seamless Bay Area

Background: This is a group including MTC people that want a new agency created to have authority over the Bay Area transit agencies & make them work together.

Consensus: Unification at some level is a big need. We are not sure whether this is the best way or will work. More to come via email or our next meeting.

Action:

Wendi Kallins is one of the advisory committee at MTC and will see what she learns regarding it (she is new on the committee there). Sara Greenwald will keep in touch with the SBA group.

Commute Sharing

Background: Steve Raney has been working with Palo Alto on a proposal called Fair Value Commuting to reduce single occupancy commuting from 75% to 50% of trips via: software, a revenue-neutral workplace parking feebate, non-SOV ways to fill commute “gaps” and reducing systemic obstacles.

Harry Chomsky wrote a report about BAAQMD's commuter incentives a few years ago & it is on our blog. Snag: per new fed budget, employers will no longer be able to deduct the commuter assist per the new federal budget. Janet Stromberg indicated BAAQMD's program initially required state legislation.

Action: We will seek collaborators. A regular attendee to the BAAQMD Mobile Source committee meetings (during office hours) would be helpful. Next meeting

Thurs Dec 7, 9:30 AM

357 Beal St. (near Embarcadero BART) 1st fl board room, San Francisco

Transportation Policies

Background: Many ideas and policies relevant to reducing VMT are circulating at the state and local level. These include bike and pedestrian support measures.

Consensus: We will keep in touch with Kathy and the leg committee on this.

Action

Kathy Dervin is working with the legislative group and knows a lot about the state level especially, and will help us keep in touch there.

Mark Roest is working on a state network of elevated bikeways and transit lanes separated from traffic lanes for safety, and will keep us in touch on its progress.

LEGISLATION

- **Letters to Brown** & staff (Ting has names) to insist that they get 1184 passed - Ting will probably request these in January. David Shearn of the leg group is also contacting Margaret Pearce of the 350sf letter-writing group about this.

Potential action: Write a letter or list of talking points, and contact potential senders/signers.

- **Clean Car 2040** is the name planned for Ting's new bill removing ICE vehicles from the roads. It will disallow only registering ICE vehicles "for private use" since Ting does not think people believe there is technology to support more (trucks).

Potential action: Check with legislative group on anything specific. Supportive calls & letters to Ting probably welcome. We could use a legislative Transportation corps that can accompany leg groups and just show support for climate-friendly transport legislation.

ANNOUNCEMENTS

2017.11.05 Transportation Campaign Minutes

Sierra Club, 2530 San Pablo, Berkeley

I. Develop a mobilization plan for our campaign.

1. Electrify everything--

- 1) eliminate sale of fossil fuel vehicles by 2030--state legislation
- 2) PR campaign to educate about Electric vehicle

3) convert buses and ride sharing vehicles to electric asap (sooner than 2030)--local and state legislation by transit agencies and cities/counties/state for ride sharing vehicles. Note [this article regarding electrification of trucks](#). In the article it refers to one advantage that Europe has over the U.S. is "a supportive environment for electric vehicles in general."

One action we can consider, as we have discussed, is building a more supporting environment for EVs--i.e. An education campaign

2. Support transit/bike/pedestrian oriented developments (Kathy expressed some interest in heading this up) Lobby MTC to push for aggressive implementation of Plan Bay Area. Incidentally, here is an [interesting article about housing density by Joe Mathews in last Sunday's Chronicle](#).

II. Meeting with SF Leg--AB1184, and banning gas cars

III. Announcements--GM, rail plan

Decided:

Two groups formed:

Electrify everything - education about how EVs are currently quite feasible for many, and making them more feasible for all by work with Phil Ting et. al. on legislation, other activities. Ting has a couple of important EV bills coming up in the next legislative session.

Aaron Reaven

Stew Plock

Mark Roest

Jack Fleck

Elena Engel

Reduce car use - increasing the use of shared vehicles including public transit, shared cars when needed, biking and walking through work with other groups & agencies

Ben Keller

Harry Chomsky

Gayle Eads

Kathy Dervin

Mark Roest

Sara Greenwald

Linda Lipscomb

Wendi Kallins

Steve Raney

Jean Severinghaus

2017.10.01 Transportation Campaign Agenda

1:05 - 1:15 -- Welcome/introductions

1:15 - 1:30 -- Janelle London will make a presentation ["California Should Phase out Gas Powered Cars"](#) featured as an opinion piece in the SF Chronicle.

1:30 - 1:45 -- How we collaborate with the 350BA Legislative Committee to influence transportation-related legislation

1:45 - 1:47 -- Quick report on seminar about EV sales in CA

1:48 - 2:00 -- Announcements and updates

2:00 - 2:20 -- How we can promote electrification of transportation--buses, trucks, cars

2:20 - 3:00 -- Other topics

Notes:

Attendees: Jack F, Sara A, Elena E, Mark R, Linda L, and guest speaker Janelle London; Aaron R was also on the phone for a short time.

1. We are very excited that Phil Ting is supportive of legislation to ban fossil fuel vehicles by 2040.

We spent most of the time listening to and interacting with Janelle's presentation on how to ban fossil fuel vehicles in California by 2030 and in the U.S. by 2040. Janelle is from Coltura.org

(name combines CO₂ with "culture"). They have [a "gas trap" haze machine/exhibit](#) that dramatizes the health impacts of breathing fossil fuel exhaust. We talked about trying to set that up at the Moscone car show November 18-26.

Janelle explained that a big advantage of banning gasoline with a target date is that it creates market certainty for carmakers, battery makers, charging station suppliers, etc. Relying on market mechanisms such as pricing alone, may be too slow to meet our climate needs. She pointed to seat belts, airbags, unleaded gas, and catalytic converters as examples of regulatory controls that succeeded in making automotive changes fairly quickly.

She said that California was a natural for this campaign since we have so much pollution, and we have SB32 goals which this ban will help us achieve.

She pointed out that health and climate impacts of gasoline could add up to \$18 per tank of gas that people are not paying (American Lung Association number). That is money that will be saved if we eliminate fossil fuel vehicles. In addition California spends \$70 billion on petroleum, most of which is imported. Spending money on locally generated electricity and California made EVs, batteries, chargers and other technology would be a huge economic boon to California. And there is a history of California receiving federal waivers to enact stricter pollution controls.

Janelle quoted CARB director Mary Nichols saying that we need to eliminate sale of fossil fuel vehicles by 2030.

We discussed the EPA California waiver, which would probably be needed to ban fossil fuel vehicles. This puts us in the 2018-2020 range for passing California legislation. (assuming we can dump Trump in 2020)

Coltura would like to launch this campaign in November with a kick-off meeting at the Sobrato Center in Redwood City, which provides meeting space for non-profits. She will ask Phil Ting to be a keynote speaker, and has asked him for a convenient date.

We brainstormed how we can build a coalition to achieve this result. Below is a very preliminary list; please let us know if you have additional suggestions:

- Jack will contact Luis Amezcua at Sierra Club
- Elena will talk to Dale Miller at GG EVA
- Janelle will talk to Jimmy O'Dea at UCS
- Other groups/people to contact:
 - o CCA's in SF, Marin, Alameda County, Sonoma, San Mateo, . . .
 - o Marc Geller at Plug-in America
 - o American Lung Association
 - o Env. Justice groups—CEJA, APEN, CBE, . . .
 - o Chargepoint and other charging companies
 - o Electric charger association (Mark R.)
 - o NRDC
 - o Solutions Project/100.org
 - o Tony Seba
 - o Chris Paine (Who Killed the Electric Car? And “Revenge of the Electric Car”)
 - o Tesla
 - o Climate Reality Project/Al Gore
 - o Next Gen/Tom Steyer
 - o Legislators— Phil Ting, Jerry Hill, Nancy Skinner, Scott Weiner, Ash Kalra, Kevin DeLeon, Jerry Brown, . . . (need to coordinate with 350 BA legislative committee)
 - o Kat Taylor
 - o Health organizations
 - o 350BA campaigns—e.g. BayCAP/ BAAQMD Climate Plan is related; 100% clean energy should address grid issues; legislation
 - o CARB/BAAQMD
 - o [We are still in](#)

2. Linda Lipscomb presented her idea about getting seniors to give up their cars in favor of public transit. She is looking for a volunteer to come with her to the Alameda Senior Center and make a presentation. Please contact Linda if you are interested. We talked about how there are many seniors who drive even after it is no longer safe for them to do so. Having a public transit option would be invaluable to these people and their families.

2017.09.10 Transportation Campaign Agenda & Minutes

4:05 - 4:15 -- Welcome/introductions

Present: Jack Fleck, Bill Pinkham, Aaron Reaven, Kathy Dervin, Elena Engel, Linda Lipscomb, Sara Greenwald

Kathy, legislative session report - session is nearly over

4:15 - 4:30 -- Drive electric month--recap of events that have happened and announce coming events--esp 9/23

4:30 - 4:50 -- Legislative update--SB100, AB1184, SB802, AB739

4:50 - 5:10 - Electrification of transit and discussion of how to promote this

other topics

Next meeting: Oct 1, afternoon if possible, place TBD in SF

2017.08.06 Transportation Campaign Agenda & Minutes

--Intro and greetings -- 5 min?

--Review of what 350BA is, its mission (Jack, briefly) -- 5 min

We need to be mindful of people calling in & find a better conferencing system to reduce the need for travel to meetings.

From our website at <http://350bayarea.org/about>

Mission

We are building a grassroots climate movement in the Bay Area & beyond that achieves deep reductions in carbon pollution and presses for socially equitable solutions and a just transition to clean energy. – adopted 6/10/2017

Vision

Our vision is that all who live in the Bay Area equitably share clean air, water and soil in a healthy, thriving and stable post-carbon future, benefiting all life. – adopted 6/10/2017

--Presentation by Jimmie O'Dea on non-fossil fuel buses and trucks -- 15 min presentation; 15 min discussion

Action needs

--We need someone/people to follow calls of Green CA on Land Use and CEQA. These appear to be monthly calls. Rebecca Saltzman says the next one is not scheduled yet. 5 - 10 min

Reports

Legislative report : Clarification of how we interact with bills. We have three possibilities: Support, Oppose, and Watch. (if we meet with the legislator, we can also make suggestions if necessary).
(probably Kathy Dervin)

-- SB802 (Jack) & our letter to Nancy Skinner

-- AB1184 (Sara, Elena or Marjorie) The 1184 subcommittee recommended support of this bill.

--SB100 (Kathy) 350BA supports this bill

Should we bring letter writing materials for people to send something on the above 2, possibly 3 measures?

--Transportation Network Companies (TNC) (Ubers and Lyfts) update (Sara) electrify and regulate. 10 min

-- (maybe) Electrifying employer buses (Bernard Peterson) --possible subcommittee

Announcements:

Ride and Drives--test drive an Electric Vehicle:

Sept 9 Civic Center Parking Lot, Berkeley 11:00am-3:00pm,

Sept 9 Bon Aire, Greenbrae, 10:00am -3:30pm

Sept 23 Sunset Community Festival, 39th Ave and Ortega, San Francisco 10:00am-3:00pm

We need volunteers to staff our 350 table in Berkeley and in San Francisco

Next meeting: Sept 10, 2017 4 to 6pm, in Berkeley

Subcommittees:

Buses and Trucks Electrification

Legislative

TNCs

Employer buses

EVs promotion

Other ideas/planning next meeting

Background: Legislation Info

If Transportation wants to take specific action, (e.g. lobbying) we need to let the 350BA Legislative committee know to prevent any confusion in our message to legislators. Below is information about using the 350BA legislative group *after* researching the bill ([instructions](#) - it ain't rocket science).

Coordination with Legislative Committee on Bills about Transportation

1) Campaign tells Leg committee. "We are interested in Bill XXXX".

2) Fill out a Bill review form (below)

3) Send to Kathy Dervin and Judy Pope.

The decision to follow a bill is made by a Bill review group that meets weekly by phone. (The Legislative committee meets once a month.) The Transportation Committee's representative could get on the review phone call, but might have to wait for quite a while since the calls can be lengthy.

4) Once the Legislative Committee decides (this can be done faster if necessary), the decision goes to the 350Bay Area Steering Committee (monthly) or Executive Committee (weekly) for approval of position on bill.

5) David Shearn can teach a transportation person how to track a bill and where the periodic bill updates go in Slack. (Sara wrote up his instructions from a previous call - pretty simple).

Form for the Legislative Committee

Copy the below into a blank page & give the document the filename *Bill review form_Bill title or number* (for example, *Bill review form_AB111*)

Bill number:

Bill title:

Bill author(s):

Person researching bill:

Phone number:

- Brief description of bill:
- Urgency information, if any:
- Pros and cons of suggested position:
- Pros:
- Cons:
- Link to leg info for the bill:
- Any relevant past history with this bill, including requests by legislators, partners, etc:
- List of main sponsors/opponents (if known):
- Recommended position:
- Level of Effort:

2017.05.07 Transportation Campaign Agenda & Minutes

Minutes

Attendees: Marc Geller, Sara Greenwald, Carla West, Judy Pope, John Conley, Aaron Reaven, Adele Frammer, Wendy Kallins, Bill Pinkham, Marjorie Alvord, Jack Fleck, Peter W, Jim Naprawa

g	
mission and goals	
th State Sen. Nancy Skinner	

To support Caltrain electrification, click [here](#)
Campaign Goal: to reduce the carbon/GHG footprint of transportation by electrifying transportation and reducing the amount of solo driving.
MTC Public Meetings on Plan Bay Area's transportation plan (info & signup sheet at bottom)
Our goal in attending: Identify the staff members who work on transportation issues, and those who share our climate concerns.

- 1. Who are the people we can we work with at MTC?
- o What are the problems they are facing, as individuals or as an organization?

2. How can we help them

Things to say at the workshops

- 1. Our goal is to reduce the carbon/GHG footprint of transportation by electrifying transportation and reducing the amount of solo driving. How does MTC's plan align with our goals?
- 2. What authority does MTC have to enforce or encourage local and county governments to follow its development plan, particularly with respect to Priority Development Areas? How can we help MTC institute the lowest GHG development plan?
- 3. How will MTC meet its GHG goals? What is the MTC doing to meet its goal of 18% per capita reduction? We get 7% from PDAs--where does the other 11% come from?
- 4. How can we work with MTC to accelerate electrification of transportation?
- 5. Push for a 100% electrification as soon as possible. It will help us meet emissions-reduction goals and will save money in the long run. MTC is thinking in terms of reducing total vehicle miles traveled, but we want them to think in terms of 100% electrification of transportation and total transportation emissions reduction.
- 6. Does MTC plan to support electrification of public transit?

7. How can transit improvement and expansion be funded?
8. Will MTC request funding from the state for public transit agencies?

Other things we want from MTC

- For MTC to ask for more money from the state so they can better fund operations
- Bring back school buses, and ideally electrify them

Legislation

Action Plan: We should establish a supporting relationship with CA State Senator Nancy Skinner (District 9: Alameda, Albany, Berkeley, El Cerrito, Emeryville, El Sobrante, Hercules, Kensington, Oakland, Piedmont, Pinole, Richmond, Rodeo, San Leandro and San Pablo).

- We do not need to act on legislation unless requested by the legislation group. Judy Pope presented an informational overview of legislation currently at issue in Sacramento.

SB1 – Transportation Infrastructure: Money has been allotted for transit, we should track whether it is actually spent. Some other bills are in the “suspense file” in the Appropriations Committee. This happens when the AC decides the bill will cost more than \$150K (which can easily happen when committee person-hours are factored in), so that can be the end of the bill.

AB 17 – discount or free transit passes for youth

AB 179 – requires environmental-justice representation on transportation boards, and requires ARB and Transportation boards to meet is going to be voted on

SB 100 (DeLeon) requires 100% Renewable Energy by 2045 for state

SB802 – (Nancy Skinner) electric autonomous vehicles, has been watered down. In suspense

SB150- empower state to enforce PDA goals (Priority Development Areas, where building homes should be encouraged by regulations)

AB 1640: dedicates 25% of “available” transportation funding for service/improvements in low-income underserved communities. Expected to pass

- Warning labels on gas pumps (this product causes climate change)

Has passed in Berkeley but been held up by concern about lawsuits; recently a good precedent was set by a decision in a lawsuit about warnings on cell phones – the warning was found legal since it used “studies have shown” language. Climate damage from burning fossil fuel meets a very high standard of proof. SF waiting to see what happens with this before deciding.

Other news and discussion

- San Francisco is a C 40 city (C40 is a network of the world cities committed to collaborate against climate change since the national governments are not).
- Strategies vs. Tactics: Discussion of overall strategy (“The Big Ask”) and a statement of purpose/goals (Adele, Marc, Wendy) with specific tactics used (gas-pump warnings) in support of strategy. Important to have a “big picture” but also to divide into “small bites” so new people can jump in quickly to help. Adele working on statement.
- Meeting locations: attendees would like future meetings in convenient locations with good access to public transportation

Ideas

- Aaron proposed Integrated solar+electric-vehicle charger “mini-networks” or “micro-grids” (neighborhoods where transportation is all green: solar panels powering shared-vehicles, easy access to public transit, human-powered transportation encouraged, etc...), both private and public. Also for example in apartment buildings, where they might

- power a charger for an EV shared by renters.
- Electrification for all vehicular transportation (except human-powered modes)
 - Parking feebates (parkers at a workplace pay, and the money is divided among those who do not drive to work)

Info for MTC Public Meetings on Plan Bay Area's transportation plan
[Plan Bay Area 2040](#)
PBA supplements [MTC Investment Strategy Report](#)
[Transit Operating Needs & Capital & Investment report](#)
[MTC Freight Emissions Reduction Strategy report](#)

Signup

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Next Meeting

Info coming soon at <http://www.350bayarea.org/transpo>

Agenda

350 BA Transportation Campaign meeting

May 07, 2017 2pm - 4pm

Noe Valley Public Library

451 Jersey St

San Francisco, CA 94114

attendees: Jack Fleck, Aaron Reaven, Jim Naprola, John Conley, Adele Framer, Judy Pope, Sara Greenwald, Marc Geller, Wendy Kallins, Marjorie Alvord, Bill Pinkham, Peter

San Francisco is a C40 city--one of the 90 cities in the world that have taken on the responsibility of reducing emissions to meet COP21 guidelines http://www.c40.org/other/deadline_2020

umbrella goal to replace fossil fuel vehicles; electrification of transportation has to be our goal.

Draft framework for Transportation group priorities

This framework serves to inform positions on specific activities not listed here as examples and to prioritize tactics, i.e. How well does a tactic serve the overarching purpose?

MISSION OF 350 Reduce CO2 in the atmosphere to limit climate change. (See <http://archive.350.org/mission>)

VISION FOR 350BA TRANSPORTATION GROUP (tbd) See

<http://www.transformca.org/transform-blog-post/our-vision-for-a-better-san-francisco-transportation-system>

PURPOSE OF 350BA TRANSPORTATION GROUP Advocate for transition from fossil fuel vehicles to electrified, active (walking, biking) transit, and shared transportation.

STRATEGIES TO ACHIEVE PURPOSE

- Advocate for electrification of all state, municipal, and public vehicles

Examples of tactics

- Lobby San Francisco County Transportation Authority (Aaron Peskin and other SF supervisors on the board) to convert Muni bus fleet to electric
- Lobby for electrification of sf city vehicles
- Lobby for reinstatement of school buses -- but electric
- Lobby for electric jitneys
- Caltrain electrification

- Advocate for greening of all private transportation

Examples of tactics

- Dump the Pump
- Mini-nets of solar panels, batteries, shared electric vehicles for neighborhoods
- Shared transportation
- Carpooling (multi-occupancy)
- Vehicle (electric) cooperatives

- Environmental justice actions

Examples of tactics

- AB179--EJ representatives on State Transportation Commission

- Promote public health with active transportation

Examples of tactics

- Walk San Francisco campaigns

--electrification of all public vehicles

--electrification of all private vehicles

tactics: gas pump labels, electric buses, network of solar powered vehicles, AB179, car sharing, ride sharing,

--reduce drive alone transportation--transit, shared vehicles, autonomous jitneys

--promote public health with active transportation

vision: <http://www.transformca.org/transform-blog-post/our-vision-for-a-better-san-francisco-transportation-system>

green = transit, electric, active

bring in Transform?--read their vision document

1. Electrification
2. Transit, walking, biking
3. Shared/multi-occupancy vehicles

2:00 - 2:15 -- Welcome/Introductions

• 2:15 - 2:45 -- Information

- o recent progress and victories-
 - -e.g. BART 100% renewable?
 - o the court decision that may clear the way for a warning label on gas pumps
 - o electric buses -- are they feasible here? --[Proterra](#) and BYD
 - o caltrain electrification
 - o solar, EVs, battery storage pilot project
 - o electric cars -- what's needed to provide more charging stations--e.g. apartments?
 - o coming MTC workshops
 - when and where?
 - what's at stake?
 - o legislation and whom to write/call
 - SB1--passed infrastructure/gas tax--monitor spending
 - Suspense File--\$150,000 or more
 - SB802
 - AB17--kids bus passes
 - AB179--EJ representatives on State Transportation Commission
 - SB100--100% renewable electricity by 2045
 - AB1640--25% of transportation for low income communities
 - SB498--
 - SB150
 - o land use
 - what is a PDA?
 - what's happening in the city?
 - o BAAQMD Clean Air Plan needs analysis re transportation
- http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

Social break

• 3:00 - 3:30 -- Planning and brainstorming (in groups if practical)

- o **Our priorities**
- o electric cars and buses -

- what should be our focus?
- what's needed make them more feasible?
- o coming MTC workshops
- who can go?
- what will people say?
- What authority does MTC have to enforce Priority Development Areas density?
- How will MTC meet its goal of 18% per capita GHG reduction?
- Funding for transit operations
- Electrify public transit
- Acceleration of electrification
- Who should we be working with on staff -- collect and share business cards
- Support non-single occupancy vehicles
- Support school buses
- o action on legislation for the group and individuals
- o land use in the city
- what are people's views?
- should we get involved as a group?
- o **Ideas for simple actions we can take now**
- Education
- Legislation--local & state
- **3:30 - 3:45 -- Next meeting plans & cleanup**

June 4 2 - 4 pm East Bay, possibly main library

2017.04.01 Transportation Campaign Agenda

Introductions 10:30 - 10:40 (Where do you live & how did you get here?)

MTC public hearings coming up & review of first meeting--3 prongs--Active Transportation, Clean Vehicles, Climate Initiatives 10:40 - 10:50--Jack

The dates for the nine public workshops are as follows:

- Alameda County: **Fremont** – 5/4 – 6:30 PM
- Contra Costa County: **Walnut Creek** – 5/10 – 6:30 PM
- Marin County: **Mill Valley** – 5/20 – 9:00 AM
- Napa County: **Napa** – 5/15 – 6:30 PM
- San Francisco County: **San Francisco** – TBD
- San Mateo County: **Redwood City** – 5/4 – 6:30 PM
- Santa Clara County: **San Jose** – 5/22 – 6:30 PM
- Solano County: **Fairfield** – 5/15 – 6:30 PM
- Sonoma County: **Santa Rosa** – 5/22 – 6:30 PM

Presentation from David Schonbrunn, Transdef, and discussion 10:50 - 11:20

Discussion of EPA/clean vehicle political and legal process--11:20 - 11:45

Sign-on letter for California to oppose EPA withdrawal of waiver for California

City fleet purchases and other EV news/ideas--Elena (points 1 - 8 in Sara's email)

Break-out groups to focus on transit, peds/ bikes, electrification, other--11:45 - Noon

Discussion of California legislation affecting transportation-- Noon - 12:15

SB150 is main bill to discuss--hearing next week -- Kathy

Discussion of next steps for the campaign--12:15 - 12:30 Jack

--next meeting--May 14?, Sierra Club?, SF?

--suggested political actions

--website development

2016.03.

2016.02.

2016.01.28 Transportation Campaign Agenda & Minutes

Agenda--Bay Area Transportation Campaign Kick-off meeting

January 28, 2016 10:00 AM - 12:30 PM

South Berkeley library/Tarea Hall Pittman branch--

1901 Russell Street, at Martin Luther King, Jr. Way

(one block from Ashby BART station)

Call-in Number: **We hope to have people call in with Google Hangouts. We will back that up with a conference call number--712-451-0011, conference: 332329#**

10:00 - 10:30--Set up chairs, meet and greet

10:30 - 10:40--Welcome/Introductions (name, city)--Jack to open

10:40 - 10:55 -- Cleaner Cars--Elena Engel to introduce/moderate

Marc Geller--Plug-in America

Dale Miller--Golden Gate Electric Vehicle Association

See also additional comment from California Air Resources Board below

10:55 - 11:10 -- Public Transit, Bikes, Pedestrians, and higher density land use (Sara Greenwald to moderate)

Chris Peeples--AC Transit (including an introduction to the Metropolitan Transportation Commission (MTC) and its [Plan Bay Area](#)

Neil Maizlish or Kathy Dervin--Active Transportation

11:10 - 11:25--Climate Initiatives, **Steve Raney by Google Hangout (see addition information below)**

11:25 - 12:05--Break out groups on the three subject areas, plus new ideas group

12:05 - 12:30 -- Report back from break-out groups; Facilitator--Kathy?

--discussion of next steps--agree to a next meeting;

--join google group

--further readings/research

--decision to formalize the campaign as a 350 Bay Area campaign? premature--(see note on this below) website, blog, posting, facebook

Comment from California Air Resources Board on cleaner vehicle standards:

Jack:

I'm pleased to hear of groups such as yours that are interested in supporting CARB and EPA's important clean vehicle requirements. CARB is scheduled to present our California mid-term review of the vehicle requirements to our Board in March of this year and I would encourage you to attend, and engage with the other environmental organizations that actively support our programs (e.g. NRDC, UCS, ALA, etc).

To clarify, CARB already has a waiver that has been approved by the current U.S. EPA to enact our light duty vehicle standards. This is a waiver that approves rules adopted by our Board back in 2012. This waiver remains intact as the new Administration takes office. Today, the U.S. EPA announced their "final determination" that the current national standards are still appropriate. This action further solidifies the current standards as the new administration takes office.

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas-ghg>

Finally, CARB will be releasing our mid-term review report very soon to allow for public comment before our March hearing. We encourage you to review that and comment.

Thank you,

Joshua Cunningham
Chief, Advanced Clean Cars Branch
California Air Resources Board

More information on Climate Initiatives:

Pricing increase to change behavior: road/parking charges, carrots/sticks

Pricing policy brief	tion Pricing for GHG/Congestion es. Practical strategies at local, regional,	
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Mobility on Demand is Failing: <https://twitter.com/Cities21/status/819977248719577088>

- SoCal Regulation XV (employer commute programs) ⇒ carpooling gained the most share

New technology:

vision	2030 ground passenger transport vision. nected Autonomous (SECA) vehicles, policy. A starting point for discussion.	port
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Some comments on MTC RTP draft table 23:

TABLE 23: Summary of Climate Initiatives Program		
Policy Initiative (from most to least cost-effective)	Cost (in millions of YOY \$)	Per Capita CO ₂ Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.6%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.5%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
Total	\$630	-6.3%

- **There needs to be rigorous probing/defense of MTC assumptions.**
- **Need pricing policies brought in.**
- No evidence that **carsharing** moves the needle in car-loving portions of the Bay Area (IE most of the Bay Area). There aren't very many bay area car sharing cars. Low VMT people tend to self-select. Forecast -0.1%?
- :Bay Area doesn't have a big **vanpool** program, King County does. Should be lower than -0.4%.
- **Smart driving** strategy – need MTC to defend their evidence in front of skeptical experts. Forecast: 0%?
- **Clean Vehicles Feebate Program**: Can we develop a politically feasible update on Ruskin's AB 493? One attempt: <http://bit.ly/1C0m2W0>

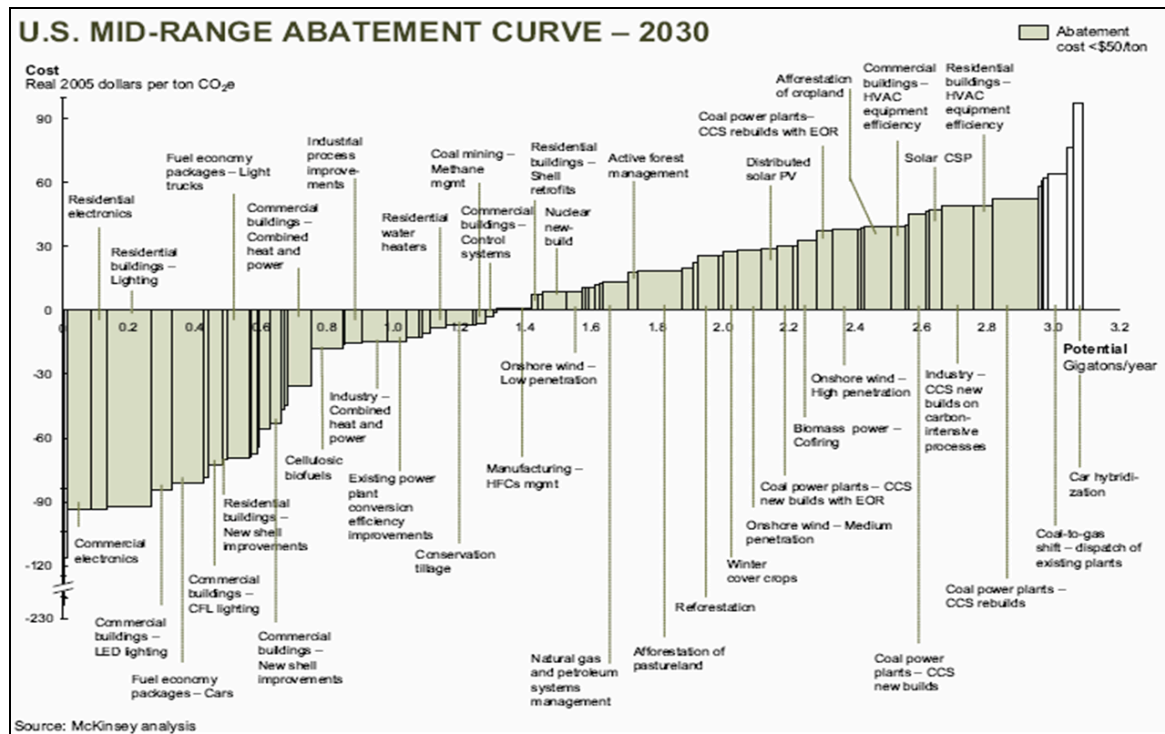


Table ES-1: Summary of Project Impacts

Project Title	Type	GHG emission annual reduction (tons)	Total project costs (as of Dec 2014)	Total MTC funding	Cost Effectiveness (\$/ton CO2e reduced)
Connect, Redwood City! ^a	TDM	1,945	\$921,386	\$1,487,000	\$416
Shore Power	Other	534	\$9,070,000	\$3,000,000	\$849
Cold In Place Recycling ^b	Other	493	-\$1,221,290	\$2,000,000	-\$2,477
goBerkeley	TDM	317	\$3,100,000	\$2,000,000	\$9,792
Bay Area School Transportation Collaborative	SRTS	297	\$996,447	\$867,000	\$3,355
Regional Safe Routes To School (5 counties)	SRTS	210	\$10,801,000	\$15,000,000	\$17,124
BikeMobile	Bicycle	201	\$565,000	\$500,000	\$2,811
Local Government EV Fleet	EV	172	\$2,879,694	\$2,445,000	\$1,679
Bike-Sharing Pilot Program	Bicycle	79	\$7,000,000	\$4,300,000	\$17,643
Green Ways to School	SRTS	57	\$427,046	\$383,000	\$7,491
Dynamic Rideshare Programs Demonstrated in Three Counties	TDM	10	\$1,750,000	\$2,400,000	\$86,292
San Francisco Integrated Public/Private Partnership TDM Program	TDM	5	\$858,000	\$750,000	\$171,600
Tribal Community Sustainable Transportation Pilot	EV	3	\$409,676	\$376,000	\$12,274
eFleet: Car Sharing Electrified	EV	0.9	\$847,090	\$570,000	\$100,745
Enhanced Automatic Vehicle Locator System	Other	NQ ^c	\$1,483,015	\$600,000	N/A
SRTS Education and Encouragement School Route Maps	SRTS	NQ ^c	\$249,685	\$335,000	N/A
Innovative Bicycle Detection Systems	Bicycle	NQ ^d	\$1,710,000	\$1,500,000	N/A
"Experience Electric" Campaign	EV	NQ ^c	\$845,000	\$925,000	N/A
Smart Driving Pilot	Other	NQ ^c	\$400,000	\$400,000	N/A
Total		5,165	\$43,091,749	\$39,838,000	