

# Vision 2020: Our Next Big Campaign

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**Work with the South Coast Air Quality Management District to develop a regional ballot measure to finish cleaning our air, make dramatic reductions in greenhouse gases, modernize and electrify Metrolink and enable county level investments in transit expansion. We will need to build a regional coalition to champion it – we propose to call it Move SoCal.**

Our transportation successes in LA County need to be matched by parallel successes regionally. We have been discussing this with board and staff of the SCAQMD whose boundaries include LA, Orange, San Bernardino and Riverside counties, excluding the high desert areas. The Governing Board has voted to seek authorizing legislation to pursue such a measure and to conduct polling. Our priorities for such a measure will include::

- **Achieve clean air with full implementation of the Mobile Source Plan of the 2016 AQMP:** Diesel emissions are by far the most pressing challenge to air quality in the Southland. Because it lacks regulatory authority over mobile sources, the 2016 AQMP adopted by the SCAQMD relies upon incentive strategies to accelerate deployment of zero-emission and near-zero-emission heavy-duty vehicles. The scale of effort needed can only be funded by a regional ballot measure. We will support it vigorously.
- **Address climate change head-on:** California is on a highly successful arc to replace fossil fuel power generation with clean renewable power. Now, our biggest GHG challenge is emissions from transportation.
  - We will urge the Air District to include in their measure significant funds for incentives to accelerate deployment of zero emission light and medium-duty vehicles on a scale not yet done anywhere. Cars, SUVs, and pickups powered by gasoline are now our primary climate change challenge. These vehicles emit more than half the greenhouse gases from transportation in Southern California. The goal will be to achieve a scale of deployment of zero emission cars such that we drive up manufacturing to achieve sufficient economies of scale to reduce their costs and make them cost competitive with gasoline and diesel vehicles and perhaps affordable everywhere.
  - For heavy-duty trucks and off-road vehicles there are zero emission options for many applications. Still, long haul out of state trucking poses a significant challenge for electric technologies and we believe, if we are serious about ending use of diesel technologies, we must be open to near-zero mostly renewable natural gas (RNG) alternatives. Truck use of RNG from dairies, landfills, and water treatment facilities can redirect fugitive methane, a very powerful short-lived climate pollutant (SLCP) away from our atmosphere. Biomethane/RNG represents 80% of short-lived climate pollutants. Aggressive efforts to utilize biomethane/RNG rather than allowing it to escape as fugitive methane is a vital climate change strategy.
- **Modernize and electrify Metrolink:** Our regional commuter rail system represents a golden opportunity to create a zero-emission, high-capacity, high-efficiency and a higher speed regional transit service to link Union Station with the core communities and airports of all five Southern California counties. Such a system should be designed to be compatible with high speed rail should it reach Southern California. The scale of effort needed can only be funded by regional voters.
- **Provide “local return” to County Transportation Commissions:** Vision 2020 should include very significant funds for investments in expansion of clean local transit system and service and expansion of active transportation investments in each Southern California county. Funds directly to the county commissions and expenditure program at their discretion.
- **Convening Move SoCal:** To accomplish the above, Move LA will need to convene a regional coalition, Move So Cal, during 2019 to work for a measure for November 2020 within the boundaries of the South Coast Air Quality Management District. We have had positive discussions with our labor and industry partners and many environmental partners. Now it is time to take the discussion on the road.

*Fortune Favors the Bold !*

