



ECOS

ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

ECOS Transportation, Air Quality & Climate Change Committee
Thursday, November 2nd, 2017, 6:00 p.m.
Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

6:00 p.m. – Welcome, Introductions, Check-Ins, and Changes to Agenda

Attendance: Rick Bettis, Rick Lentz (350 Sac), Delphine Cathcart (STAR), Kevin Dumler, Jim Cathcart, Betsy Weiland (Habitat 2020), Robert Coplin (Sac TRU), Guy Hall (SacEV), Zach Miller (House Sac), Lynne Goldsmith, Wayne Michaud (Idle-Free CA), Matt Baker (ECOS staff), Alex Reagan (ECOS staff), Ralph Propper (co-chair), John Deeter (co-chair).

Guest: Bruce Griesenbeck (SACOG).

6:05 p.m. – Preliminary Work on 2020 Metropolitan Transportation Plan /
Sustainable Communities Strategy

Bruce Griesenbeck, Data Modeling Manager, SACOG

Baker: The 2020 MTP/SCS will be a major update of the regional transportation plan, and has to face the challenges of meeting stringent greenhouse gas reduction targets set by the state. Bruce has been involved in studying regional trends, encapsulated in the Regional Progress Report.

Griesenbeck: Matt has been active on the SACOG Sounding Board, providing SACOG with ECOS's viewpoint on current planning issues.

The Progress Report helps frame the issues for the MTP/SCS update by summarizing regional trends and identifying what's good, what's not good and what needs to be changed. This version will be adopted in 2020, with a 2036 horizon. It identifies where we want growth to occur, and the transportation needed to support that growth. The MTP is based on modeling, but the future has never been more uncertain. Even terminology is changing ("mobility" instead of "transportation"). Future is being driven by changes in technology which makes it difficult to stay on top of trends. Innovations include new forms of ride sharing (Uber, Lyft) and autonomous vehicles. There are deep concerns about h directions in housing becoming less affordable, sluggish economic growth, wealth increasingly concentrated, and declining transit ridership. The new CEO of SACOG, James Corless, believes public agencies must become more pro-active in new transportation trends. SACOG has set up Civic Lab to help deal with these issues.

Q: What are the concern about transit? *A:* Costs are increasing, ridership is decreasing. What does transit evolve into? Route optimization study may identify needed changes.

Slide show begins with a graph of trends in population, employment and housing showing impact of 2008 recession. Jobs have returned, but overall growth is slower. Largest growth in education and healthcare, but loss in manufacturing jobs. Unemployment rate is down to 5-6%, but this may partially be due to reductions in the labor pool. Household income has been recovering slowly since recession. *Q:* Has

technology been reducing jobs? **A:** Yes. Housing costs are rising, now average over 35% of income. Incomes at the lowest level have not recovering since recession.

Comparison of Sacramento region with other state capitals. Real estate development does not equate to economic development. Low proportion of new multifamily residences -- 10% in Sacramento region compared to 60-70% in San Diego, Los Angeles, and Bay Area. Average density of new growth is just 2 dwelling units per acre, much smaller than than projected by Blueprint over ten years ago.

Transportation. Car pooling as a share of commuting has decreased significantly over last ten years, partially offset by a modest increase in work at home. Gasoline price has decreased since 2011, probably due to expanded fracking. VMT per capita decreased for several years, but has been increasing since 2009. Transit service dropped about 20% around 2010, producing about 12% reduction in transit ridership. Sacramento RT is focused on reducing costs.

Q: Is there a significant shift to ZEVs? Is this being tracked? **A:** ZEV sales in California are still relatively small, under 10%.

Q: Henry Li (RT CEO) is very upbeat about future of transit, but is that realistic? **A:** Many think Li is determined to reduce costs, and has been an effective leader.

Q: Is there a way for SACOG to control sprawl? **A:** Need public subsidies to encourage transit oriented development. Construction is sluggish because many workers left during recession.

7:00 p.m. – Model Ordinance for Limiting Vehicle Idling for City of Sacramento
Wayne Michaud, Idle-Free California

Rescheduled for December meeting.

7:10 p.m. -- Reports & Updates

- Downtown Specific Plan (comments on DEIR)

Discussion: Comments are due November 8th. ECOS Land Use Cmte and SABA are working on comment letters.

- Electric vehicle program for City of Sacramento

Hall: City of Sacramento has not updated its EV program since 1994 when it adopted its EV Parking Program. Comments on the City's [2017 Electric Vehicle Strategy](#) are due Nov. 15, and the Council is scheduled to consider it by the end of November. We should urge the City to fund it right away. The plan sets targets for charging stations but not for the number of EVs in the City.

Discussion: We should invite Jennifer Venema back for another presentation to TAQCC about the EV program. Electric bikes are included in the bike sharing program managed by SACOG. RT and the SMAQMD are working on getting zero emission buses. We need to invest in EVs to help meet state targets for GHG emission reductions.

- Transit & Sacramento Transportation Choices

Discussion: Upcoming meetings listed below. Breathe CA is requesting the Sacramento Transportation Authority to do extensive public outreach in advance of any future transportation ballot measure.

- Sacramento Valley Station Master Plan

Deeter: We should ask the City to give TAQCC an update specifically on the transportation component of the SVS Master Plan.

Discussion: Perhaps we should ask for other input besides from just the City, such as Capitol Corridor and Regional Transit. Maybe a panel discussion.

***Action:** Co-chairs will work on invitations for presentations in the near future.*

- CapCity freeway expansion (Notice of Preparation)

***Deeter:** Four alternatives are included in the NOP, including an option for a new bridge across the American River Parkway. Other options include expanding the existing bridge up to a width of 170 feet.*

***Weiland:** Sierra Club and Save the American River Assoc. are working jointly on choosing an alternative that the environmental community could support.*

***Action:** Caltrans should be invited back to give us an update on the draft EIR.*

- US 50 high occupancy vehicle (HOV) lanes (I-5 to Watt Ave)

***Propper:** ECOS is exploring a settlement with Caltrans for its lawsuit challenging its environmental clearance for this project via a Mitigated Negative Declaration. We've asked RT for advice on possible projects that could be submitted for further mitigation as part of a settlement.*

***Discussion:** With reduced car-pooling, are HOV lanes a valuable addition any more? Caltrans may recognize this, and has been designating them as HOV/Transit lanes instead.*

- Sacramento County Climate Action Plan

***Propper:** There was a workshop on the County CAP on May 24th. 350 Sacramento has almost finished its comment letter to the County.*

***Discussion:** Is the County CAP ambitious enough? The state Climate Scoping Plan being prepared by CARB calls for substantial reductions in VMT which the County is apparently not committed to.*

- Other

7:25 p.m. – Other Business and Announcements / Possible topics for future meetings

7:30 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs, Dec 7th, 6:00 p.m., at Mogavero Architects, 2012 K St.

Other upcoming events of interest:

Nov. 1, 6:30 pm -- Sac. Transit Advocates & Riders (STAR), 1714 Broadway

Nov. 8, 5:30 pm -- Environmentalist of the Year, Curtis Hall, 2791 24th St.

Nov 11, 1 pm -- Sacramento Transit Riders Union, 1714 Broadway

Nov 20, 6 pm -- ECOS Board, location TBD (reception at 5:30)

Printable TAQCC agendas and minutes are available on the ECOS [Web site](#)