



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, June 5th, 2018, 6:30 p.m.
Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

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

Attendance: Jim Brown (SABA), Robert Meagher, Jeffery Tardaguila (Dogfite), Lynne Goldsmith, Craig Segall, Dan Allison (STAR), Brandon Rose, Delphine Cathcart (STAR), James Cathcart, Ralph Propper (ECOS Pres.), Matt Baker (ECOS staff), John Deeter (chair).

Guest: Kacey Lizon (SACOG).

6:05 p.m. – Update on the Metropolitan Transportation Plan / Sustainable Communities Strategy -- Draft Land Use Scenario

- **Kacey Lizon (SACOG), Matt Baker (ECOS staff)**

Lizon: SACOG is currently developing a draft plan for the 2020 MTP/SCS, and has finished a draft land use scenario and is working on the transportation plan. A major constraint is meeting the targeted reduction in CO₂ emissions by 19% in 2035 compared to a 2005 baseline that is being mandated by the Air Resources Board. Some of the realities include a lack of infill development, the price of driving is down, Uber and Lyft have cut into transit, jurisdiction are not implementing SCS goals. The target of 19% will be hard to achieve, and the current 2016 plan is not projected to achieve its goal of a 16% reduction. Rather than choosing a preferred alternative from the traditional range of three scenarios, SACOG is developing a single discussion draft scenario based on MTP/ Blueprint guiding principles.

SACOG doesn't expect to achieve the CO₂ reduction target from land use alone, and transportation strategies are also being explored, such as using existing facilities more efficiently, transportation pricing to manage congestion, mileage based user fee. At a recent pricing workshop, the SACOG Board was curious about what would happen if greenhouse gases go away and fuel tax revenues disappear due to EV adoption. Vehicle miles traveled (VMT) tells how much roads are being used, and VMT will continue to increase even with more EVs. SACOG is planning to research different pricing schemes, but these are generally most effective if there are alternatives to driving. A survey was done in San Diego for usage of managed lanes, with mixed results: tolls on SR 60 to riverside weren't successful, but on a route to San Diego were.

What balance between greenfield and infill should be assumed? Demonstrate that the goals of SCS are achievable. Program to achieve the 19% target is a 9 month program for Civic Lab year 2, to propose local solutions to the regional mobility problem. Developing commercial corridors is a significant strategy for the MTP. SACOG will partner with RT in developing SacRT Forward, and wants a TOD action plan to be included. Might look at BRT to enhance transit in corridors such as Madison, Greenback, or Florin.

There is a potential need for more constrained footprint, and in the draft land use scenario growth in the emerging/developing communities got reduced a little. Infill is not coming online at the rates we need -- how do we make infill happen. Much of area with established communities is not being developed. Redevelopment has completely dissolved. County has land use authority but has allowed sprawl to happen. Need to develop commercial corridors, and get residential densities up to 20 units per acre along Fulton, Douglas, Sunrise, Hazel, etc. But online retailing is causing suburban stores to go out of business. Arterials were built to support drive by retailing but that is going away. Develop opportunity zones with federal and state designation for funding.

Sacramento County is complying with SB1000 to include an Environmental Justice element in its general plan. In addition, SACOG to have an EJ plan under federal requirements largely in existing disinvested communities.

There was a brief discussion of preliminary allocation of funds in the MTP, with \$8 billion for new roads and \$14.5 billion for road maintenance.

Why is downtown experiencing so much infill? Could those principles be used in another neighborhood, such as Arden-Arcade? Sacramento city is different from unincorporated areas in type of housing. City of Woodland looked at making 4-plex development as easy as single family units.

Does SACOG have an affordable housing plan? Affordable housing is distributed among jurisdictions by the Regional Housing Need Allocation. SACOG Board had a workshop on housing in February. Could reduce parking minimums. Case studies of infill projects that didn't happen. Butano apartment development with 140 units is in a commercial corridors but was challenged by neighbors. Head of mercy housing talked about importance and need to support housing in your neighborhood. Capital Public Radio recently ran a series on housing. Builders say they can't build a product that low-income people can afford. Permitting can be 20% of costs. For comparison, you can buy a four bedroom house for \$150,000 house in Florida.

6:50 p.m. – Scoping for CapCity Freeway (SR 51) expansion / improvements

- Discussion to prepare for a follow-up meeting with Caltrans

***Deeter:** At the May TAQCC meeting we heard a report from Caltrans staff about their proposed improvements to the Capital City Freeway (Business 80). Not all of our questions and concerns were completely addressed by that presentation, and Caltrans has offered to meet with us again. We will devote the remainder of this month's meeting discussing our concerns and how to present them to Caltrans.*

Discussion led by Segall and Goldsmith:

- *We should cluster our questions: need Qs vs. design Qs.*
- *How old is this analysis? 2004*
- *Going to take a lane for bicycles – 2 way facility in far right lane .*
- *Caltrans is not really trying to solve bike/ped crossing -- real problem is traffic congestion*
- *City wants to get across the river somewhere -- bike/ped being tacked on to gain support*
- *How do we get some good out of these projects even if we can't stop them?*
- *With SB1 we are getting three freeway widening proposals, as reported in the Bee.*
- *Caltrans has research that you can't build your way out of congestion -- districts are independent and diverge from state policy.*
- *Building lanes to solve congestion is like loosening your belt to resolve obesity.*
- *Sacramento doesn't have enough bridges*
- *Some people don't want any more intrusions into parkway*
- *Backups at Broadway and Tahoe Park 10 miles to the east of CapCity freeway*

- *Much of the river is isolated from the neighborhoods. Neighborhoods are isolated from each other.*
- *Heavy congestion of CapCity from Midtown to Arden Fair concentrated in just three hours per day*
- *Tension between connectivity and protecting the parkway*
- *Weakly connected set of nodes (north-south of the American River)*
- *Is Caltrans willing to change the pattern of tweaks?*
- *Sacramento city has no capacity to build its own bridge*
- *Since Caltrans wants to build a bridge – Sacramento wants to load more onto it*
- *Doubtful Sacramento will get another bridge across the Parkway because of impacts on neighborhoods – where would you put it?*
- *Too few bridges*
- *Need to ask Caltrans and City: Why are you doing it? What are the constraints?*
- *Poverty of Caltrans thinking -- regional constraints*

Discussion of other bridges in the region:

- *Physical limitation of the causeway -- can't move it, \$800 million to expand it, \$150M to replace the bike bridge*
- *Truxel bridge is needed for Green Line Bridge to go to the Airport*
- *Opposition in Natomas to the Green Line based on keeping out poor people*
- *When San Joaquin trains start offering service to the airport, less need for Green Line to the Airport*
- *There is no all weather crossing from Sacramento to West Sac.*

Action item: *Segall* offered to find the CapCity presentation and write up a letter regarding our issues to send to Caltrans.

7:30 p.m. -- Updates and reports

- Transit advocacy, transportation coalition & Measure A-plus
- Regional Transit issues (route optimization, etc)
- Sacramento County Climate Action Plan
- New San Joaquin train service on Midtown line / Elk Grove station
- Repeal of SB1

7:40 p.m. – Other business and announcements / Possible topics for future meetings

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs, July 12th, 6:00 p.m., Mogavero Architects, 2012 K St.

Other upcoming events of interest:

June 9, 10 am -- Sac. Transit Advocates & Riders (STAR), 1714 Broadway

~~June 9, 1 pm -- Sacramento Transit Riders Union, **CANCELED**~~

June 14, 5 pm -- Celebration of evening light rail service to Folsom, in Historic Folsom

- Open houses on Caltrans plans to widen I-80 in Yolo County:

June 14, 6 pm -- Civic Center Galleria, 1110 W. Capitol Ave., West Sacramento

June 21, 6 pm -- City Hall, 915 I St., Sacramento

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