



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, November 1, 2018, 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: Jim Cathcart, Dan Allison (STAR), Delphine Cathcart (STAR), Karen Jacques (STAR), Jeff Tardaguila (Dogfite), Coco Cocozzella (STAR), Lynne Goldsmith, Alex Reagan (ECOS staff), Matt Baker (ECOS staff), Ralph Propper (ECOS Pres.), John Deeter (chair)

Guest: James Boyle (Sac RT)

6:05 p.m. – Sacramento Regional Transit Route Optimization Study (SacRT Forward)

- **James Boyle** (Planning Director, SacRT)

SacRT's team has developed two alternative bus networks for comparison: high coverage vs. high frequency. Public input on these alternatives will help SacRT design a better bus system that reflects current travel patterns and features improved connectivity.

Boyle: SacRT Forward is the first major redesign of the Sacramento bus system since light rail began in 1987. Jarrett Walker Associates was hired as consultant. This effort was initiated with a Core Design Retreat retreat at Mather Mill Station involved 40 people for five days. At this retreat, SacRT's team developed two "extreme" alternatives (assuming current funding) to illustrate the trade-offs between high coverage and high frequency bus networks. Public input on these alternatives will help SacRT design a better bus system that reflects current travel patterns and features improved connectivity. Public outreach resulted in 900 people filling out a survey. [The following discussion refers to the "Alternatives Report" in [SacRT Forward Plan Documents](#), particularly the maps on pages 9-14.]

Both alternatives assume: no new money; same speeds and bus stops; same specialized services; free or cheap transfers; but otherwise a blank slate. Key differences include:

1. "High Frequency" service with fewer routes, 15-min M-F, with the same network on Sat and Sun.

- Low or no transfer fee
- Weekend light rail operating 15 minute service
- Reduction of service to the north, Rio Linda and Pocket
- Does not target high rental areas or hospitals
- Took out routes 29 and 28 (?)

2. "High Coverage" - largely the system we have today, with 2% more than now

- Includes route to airport
- Many bus routes, but few 15 minute lines (just routes 51, 81, light rail)

- More 30 min and 60 minute service
- Serve low income and low density areas

The study is also looking at updating and upgrading transit centers in addition to rail-bus transfers at light rail stations. Capital improvements are important, such as at Arden Fair, and 16th St. and 65th St. stations. Would like to add Folsom to RT's service area. Special services such as school bus and smart rides are not shown on maps. Early results of the study are immediate return to 15-minute light rail service on weekends, and introduction of a 25 cent transfer fee.

Q: What about dial a ride? **A:** SacRT is experimenting with microtransit zones to provide coverage for those who do not have access to fixed service routes. Provides some door to door and "lifeline" coverage. Example is Smart Ride in South Franklin area. Microtransit is successful with the public, but only serves five riders per revenue hour. Fixed route buses move 20 passengers per hour with 18% farebox recovery, and light rail can move hundreds/hour.

SacRT did an experiment with Uber and Lyft., but they don't share their information, so it's difficult to coordinate with them. Rancho Cordova is looking at a partnership with Uber. SacRT is interested in autonomous vehicles (AVs), since 70% of the cost of a bus route is for the human, not the vehicle

SacRT is trying to work with Sacramento city, such as Grid 3.0., but the City doesn't seem to want to do much for buses. SacRT needs transit priority corridors, such as Elk Grove E-tran which uses P and Q streets in Sacramento.

Q: Where are people being picked up and going to? **A:** Jarrett Walker did isochrone maps which takes into effect the road structure. They will be here Nov 12-14. **Q:** How much will ridership increase with High Frequency alternative? **A:** 5% to 10%.

Measure U has money for bus stop improvements in Capitol Corridor

Public comment has been obtained from a "Virtual Workshop" on the SacRT Forward interactive site, and at various pop-up workshops.

Next steps -

- Nov. 12th presentation to SacRT Board on Route Optimization Study
- Nov. 13th SacRT open house
- Dec. 8th SacTRU
- Dec. 10th presentation to board of draft networks
- Jan 28th SacRT Board scheduled to adopt a network

6:45 p.m. – Measure A-plus (Possible Sacramento County transportation sales tax)

- **Ralph Propper** (ECOS President)
 - **Dyane Osorio** (Director, Mother Lode Chapter, Sierra Club)
- Current efforts to persuade the Sacramento Transportation Authority to include substantial public input in formulating the tax measure scheduled for 2020.

Propper: A transportation sales tax measure coalition, is currently being formed, based on nonprofits with offices at 909 12th Street, including WalkSacramento, Breathe California, ECOS, SABA, STAR, Sacramento Housing Alliance, Sierra Club and Cien Amigos. Cosigners sent a letter to Sacramento Transportation Authority (STA) on Sept. 13th regarding community perspectives on local transportation needs. The letter advocated for Los Angeles Measure M style "bottom-up" outreach effort.

STA board plans to select Townsend Calkin Tapio as contractor to do work on the county transportation sales tax measure. David Townsend (the principal) is good at running campaigns based on developer money for "moderate" Democrats, but not at outreach. They conduct surveys to justify what their clients want to do. Townsend's proposal in response to the outreach RFP didn't list tasks to be done, but asked for \$500K for unspecified optional tasks. Approval of Townsend is scheduled for the STA Board meeting on Nov. 8th, just after the election.

The coalition does not believe Townsend is the right consultant for the ballot measure. Kirin Kumar (WalkSacramento) was the main author of the letter to STA, and will be spokesperson at a presentation to the STA Board on Nov. 8th. The intent is to make the coalition as broad as possible. Supporters of No on 6 would be good people to be part of the new coalition for the county transportation tax. Someone talked to Jennifer Berdugo at AARP, but no formal request has been made to AARP to join the coalition. (Time is needed for them to get approvals from higher ups.)

JoAnn Fuller, Propper, and Deeter met with STA Board chair Jeff Harris to shared concerns about Measure A-plus. Harris said things are up in the air until after the election. If Prop 6 fails (so the gas tax stays) and Measure U passes, it will be more difficult for STA get another sales tax increase. If Measure U fails, City will probably have a special election in 2019 for a half-cent tax to continue the present Measure U. Measure U contains no promise for transit. Harris said the perception is that gas tax covers transportation needs. SacRT gets \$80M but needs more, so it might try for a quarter-cent transit only tax.

Propper went with Dyane Osorio to Washington DC for a Sierra Club workshop regarding progressive transportation ballot measures. Discussion was led by Darryl Clark, from Sierra Club Los Angeles. [See added notes on Measure M at end.]

7:30 p.m. – Updates, reports and discussion of current topics

- Sacramento City and Elk Grove Climate Action Plans
- Proposition 6 -- Repeal of SB 1 (gasoline sales tax)
- Sacramento City ordinance to restrict incompatible uses in transit oriented developments (TODs)

Proposed Round Table Discussion About Regional Transportation Planning

Propper: *A group of us talked to Jeanie Ward Waller at Caltrans a couple of months ago about how to engage Caltrans in regional planning. One possibility is round table discussions involving SacRT, SACOG, SMAQMD, Caltrans District 3. Implementation of SB743 requires use of VMT rather than congestion as an LOS metric in CEQA analyses. Adding more lanes does not reduce congestion; HOV lanes actually induce demand. ("Adding lanes to reduce congestion is like loosening your belt to reduce obesity.") Need to show that HOV and "managed" lanes reduce VMT.*

Possible topics for ECOS Board meeting on November 27th

Propper: *(1) Electrify America Green Cities program from VW settlement provides \$44M for Sacramento city (EVs and charging stations in disadvantaged communities). (2) Fuel cell partnership using H2.*

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

7:45 p.m. (approx.) – Adjourn

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

Other upcoming events of interest:

Nov. 3, 10:30 am -- **Sac. Transit Advocates & Riders** (STAR), 1714 Broadway

Nov. 10, 1 pm -- **Sacramento Transit Riders Union** (Sac TRU), 1714 Broadway

Nov. 13, 5:30 pm -- **Environmentalist of the Year Awards**, Sierra 2 Center

Nov. 27, 6 pm -- **ECOS Board** meeting (reception at 5:30), 909 12th Street

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

Addendum: LA County's Measure M, by L. Goldsmith

See "How to Pass a Mega Transportation Measure: LA County's Measure M Lessons Learned," for description of the "bottom up" effort to pass a no sunset sales tax initiative for transportation. Developing the initiative: bottom up process (local communities), listening to the people, building the project list, developing performance metrics, public weigh-in of draft plan, final plan, developing ballot language, building the coalition, the campaign, educating the public with materials at events, developing leadership. Each section was followed by "lessons learned."

Measure M was the result of a nonpartisan effort by elected officials, nonprofit groups, sub-regional COGs and Metro to figure out what projects were wanted and could be supported.

Breakdown of Measure M dedicated funding:

35% to new transit expansion, rail and BRT (bus rapid transit),

20% transit bus operations,

16-17% local city transportation improvements,

5% transit rail operations,

2% active transportation (bicycling and walking),

2% to keep fares affordable for seniors, students & disabled,

2% state of good repair,

1% Metrolink (regional rail),

17% highway construction.

Note: this is equivalent to 64% for transit.