



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, February 7, 2019, 6:00 p.m.
Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

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

Attendees: Chris Brown (Sac. Climate Coalition), Sue Teranishi, Lynne Goldsmith, Delphine Cathcart (STAR), Dan Allison (STAR), Ralph Propper (ECOS Pres.), Alex Reagan (ECOS staff), John Deeter (co-chair).

Guest: James Drake (SacRT).

6:10 p.m. – Update on SacRT Forward (bus network redesign)

- **James Drake** (Principal Planner for [Sacramento Regional Transit](#)) will review the current status of [SacRT Forward](#), which entails a complete redesign of SacRT's bus network. Changes to 46 bus routes are currently out for public review. The SacRT Board will consider these changes at its regular meeting on February 25, 2019. The staff is still making adjustments and revisions to the plan, so this is a chance to ask questions and provide input on this project.

Drake: SacRT recently instituted some significant service changes, adding evening light rail service to Folsom and restoring 15 minute headway for light rail on weekends. The single-ride base fare is back to \$2.50, and the cost of a monthly pass restored to \$100. With the failure of Prop. 6 last November, SBI funding is now secure, providing SacRT with \$6 million per year in operating funds. SacRT continues to have urgent capital needs, including replacement of light rail vehicles. It wants to buy low floor vehicles, but using them effectively will be a challenge until the light rail stations are rebuilt to allow low level boarding at all vehicle doors.

SacRT recently expanded its jurisdiction, annexing both Folsom and Citrus Heights and taking over transit operations in Elk Grove.

The draft plan for “SacRT Forward” – the Route Optimization Study – has been out for public review since Dec. 10. It would eliminate fixed-route service to about ten percent of the 800 thousand residents currently served in the interest of providing more frequent service on more productive routes. There would be adjustments to several bus routes to bypass low ridership segments. An example is combining routes 30 and 38, with 15 minute service downtown that splits to provide 30 minute headways to Sac State and Tahoe Park.

Areas that lose service include Curtis Park, the Pocket, and Power Inn station, with all-day service replaced with limited peak-hour service in some cases. Microtransit – small buses providing local service on demand – will help fill in for the loss of fixed route service, but some including SacRT's consultant Jarret Walker question its effectiveness. There has been considerable push-back on elimination of some routes and SacRT staff is still revising the plan that it will present to the RT Board on Feb. 25th.

Q: Is SacRT going to improve bus stops and access to them? **Drake:** The jurisdictions generally have responsibility for these amenities, including sidewalks, lighting, shade, trash cans, shelters, and concrete slabs.

7:00 p.m. – ECOS's position on SacRT Forward (possible action)

Deeter: Should ECOS take a position on SacRT forward? ECOS generally supports improving transit to support infill development, but some of us have qualms about eliminating service to some areas.

Allison: Proposes that ECOS support the proposed network because higher frequency will lead to increased ridership which will get more private vehicles off the road, reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

Action: General concurrence with Allison's suggestion. Co-chair **Deeter** will draft a statement expressing this sentiment, and circulate it via the TAQCC Google group. It needs to be finished by the SacRT Board meeting on Feb. 25th to be effective.

7:15 p.m. – Climate Emergency (possible action)

- **Chris Brown** ([Sacramento Climate Coalition](#))

Brown: Several cities in California (Los Angeles and Davis among others) have adopted measures declaring a “Climate Emergency” in their jurisdictions, with the goal of drastically reducing greenhouse gas (GHG) emissions by the year 2030. The Sacramento Climate Coalition is currently preparing a resolution for adoption the the Sacramento City Council, and intends to present it to them in the very near future. ECOS will be requested to support adoption of the resolution when it is finished.

Discussion: General agreement that ECOS should support adoption of a Climate Emergency in Sacramento. Consideration of what Sacramento could do to reduce GHG emissions, methane as well as carbon dioxide.

Action: Deferred pending circulation of the resolution to be presented to the City Council. Please contact the Sacramento Climate Coalition <info@sacclimate.org> if you would like to help.

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

- Metropolitan Transportation Plan / Sustainable Communities Strategy
- Mayors' Climate Commission
- Coalition to support a better Measure B (transportation tax for Sac. County)
- “Electrify America” program in Sacramento
- Sacramento City and Elk Grove Climate Action Plans
- Discussions with Caltrans about its role in regional transportation planning

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

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., Mar. 7, 2019, 6:00 p.m., Mogavero Architects, 2012 K St.

Other upcoming events of interest:

Feb. 8, 11:30 am – [Cleaner Air Partnership](#) Quarterly Luncheon, 1414 K St #100

Feb. 9, 1 pm -- [Sacramento Transit Riders Union](#) (Sac TRU), 1714 Broadway

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