



ECOS Transportation, Air Quality & Climate Change Committee

Thursday, April 4, 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

Attendance: Delphine Cathcart, Steven Bourasa (EOS), Dan Allison (STAR), Muriel Strand, Jeffery Tardaguila (Dogfite, SacTRU), Lynne Goldsmith (350 Sac.), Ralph Propper (ECOS Pres.), Matt Baker (ECOS staff), Jon Ellison (co-chair), John Deeter (co-chair).

Guest: Clint Holtzen (SACOG).

6:05 p.m. – Metropolitan Transportation Plan / Sustainable Community Strategy

- **Clint Holtzen** (SACOG), MTP/SCS Project Manager
SACOG, the Regional Planning Organization for the Sacramento area, is currently developing the 2020 Update of the Sacramento Region MTP/SCS. Clint Holtzen will provide an overview of the Update, particularly the significant changes from the previous 2016 MTP/SCS.

Holtzen: Under SB 375, a Metropolitan Planning Organization (like SACOG) is required to link land use to transportation in its MTP/SCS as one strategy to reduce greenhouse gas (GHG) emissions. Thus, SACOG has to develop a regional land use scenario even though it doesn't have any land use authority. CA Air Resources Board (CARB) has set a goal of 19% reduction in GHG by 2040 compared to 1990 levels for the Sacramento region, under the assumption that the state will fund a pilot project ("Green Means Go") for implementing infill strategies. Another possible strategy is congestion pricing to reduce traffic volumes, and keep highway speeds in the range of 30 to 50 mph

General Plans developed by counties and cities provide for more growth than the region can achieve. Demographics are changing – growth is slowing, and the aging population also reduces employment. **Q:** How accurate is the forecasting? **A:** Housing construction was 20 thousand units per year before the great recession, but that was a bubble. Construction is recovering and forecast to reach 11 thousand units per year but it's only about six thousand right now. Much of the construction is upper-end, and not affordable to most of the population,.

Local jurisdictions have nominated \$13 billion in transportation projects for inclusion in the MTP/SCS, and SACOG is trimming the list by limiting increases in highway capacity. For instance, full construction of the Southwest Connector is not anticipated. It was originally conceived as a freeway to bypass SR 99 and US 50, but current design falls far short of that concept.

SacRT Green Line to Airport is not included in MTP/SCS, but has been cut back to Natomas Town Center. Frequent bus service on I-5 would serve the Airport market better. Light rail would compete with Supershuttle, which comes to your door. The MTP/SCS forecasts a doubling of transit service – 8,400 service hours per day compared to four thousand today. We need stronger local commitment for transit. \$400 million per year for transit in MTP/SCS. Q: Is 38% farebox recovery realistic? A: Yes, if transit is concentrated in transit corridors, with frequent service to attract more choice riders.

Q: How well do transportation agencies (like STA) try to implement SACOG's plans? A: Agencies are working with too little funding. Allocating Measure A-plus funds to system preservation is more popular than roadway expansion.

SACOG is exploring the impact of mileage fees instead of gas tax to maintain the current level of transportation funding. This would have to be implemented state-wide. Three-person carpool lanes would help reduce VMT. Q: How to measure miles traveled? A: With transponders or odometer readings; Australia uses camera over road. Some methods raise privacy issues.

If Sacramento region doesn't meet its 2035 GHG target, it could lose transportation funding. "Green Means Go" is proposed to use state funding to promote infill, and help reach the target of reducing GHGs by 19%. MTP/SCS calls for 64% housing in infill areas, but the region is losing the battle for infill development and transit oriented development. One challenge is that we lost the ability to do redevelopment financing. Q: What is preventing construction of infill housing? A: Infrastructure (sewers, etc.) needs to be upgraded. Higher construction costs for infill.

Comment: We should substitute "access" for the term "mobility." "Mobility" locks you into building more capacity, to be able to drive fast and far.

7:05 p.m. – Update of ECOS's Transportation Vision – Subcommittee progress report

Deeter: Has rewritten the Transportation Vision to reflect the discussion at the TAQCC meeting last month. (Circulates the revised document.) Much shorter, now fits on a single page, relying on bullet points rather than full paragraphs. The second page is reserved for a list of priority projects:

Discussion: General agreement that the current version is an improvement, but the mid-term goals are too radical and should be toned down. ECOS is the only entity looking broadly at transportation. The Vision has value as public educational tool as well as a statement for internal guidance. ECOS should take a lead in formulating local transportation policies.

The document avoids taking a position on the future role of autonomous vehicles. SACOG doesn't talk about AVs, either. They may not be coming as soon as originally predicted.

Deeter: ECOS might also consider formulating an "Urban Vision" of walkable, compact cities that rely on non-auto transportation. This project, however is beyond the scope of TAQCC.

Action: Subcommittee will finalize the draft Transportation Vision by the TAQCC meeting in May, and circulate it in advance of the meeting.

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

- Mayors' Climate Commission
- SacMoves Coalition to support a transportation tax for Sacramento County
- Mayors' Climate Commission
- Sacramento Regional Rail Working Group

- “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

SacRT Representation on SACOG Board

Allison: *Sacramento Transit Advocates & Riders (STAR) supports expanding the SACOG Board to include an ex officio (non-voting) representative from SacRT, like the current representative from Caltrans District 3.*

Discussion: *General agreement with this idea. Propper offered to bring up the issue at the next meeting of the ECOS Executive Committee.*

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., May 2, 6:00 p.m., Mogavero Architects, 2012 K St.

Other upcoming events of interest:

Apr. 13, 9 am – [Community Forum on Climate Change](#), Sacramento City College

Apr. 13, 1 pm -- [Sacramento Transit Riders Union](#) (Sac TRU), 1714 Broadway

Apr. 28, 11 am – [Sacramento Earth Day](#), Southside Park, 6th & T Streets

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