



ECOS Transportation, Air Quality & Climate Change Committee

Thursday, September 12, 2019, 6:00 p.m.

Sierra Club conference room, 909 12th St., Sacramento

Note special location for this meeting only

Meeting Notes

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

Attendance: Oscar Balaguer (350 Sac.), Dan Allison, Steven Bourasa (EOS), Delphine Cathcart (STAR), Jeffery Tardaguila (Dogfite), Jeff Austin, Lynne Goldsmith (350 Sac.), Mike Garbedian (Placer Co. Tomorrow), Chris Brown (Sac. Climate Coalition, on phone), Alexandra Reagan (ECOS staff), Ralph Propper (ECOS Pres.), Jon Ellison (co-chair), John Deeter (co-chair).

Guest: Clint Holtzen (SACOG).

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

- Clint Holtzen (SACOG MTP/SCS Project Manager)

Holtzen: Draft 2020 MTP/SCS is scheduled for release by the SACOG Board on Sept. 19, with a 45-day review period starting the next day. The plan is revised every four years, with a 20-year horizon each time. The MTP is a long-standing federal mandate for regional transportation planning, while the SCS was added by California SB 375 in 2008 to incorporate land use planning. The MTP/SCS itself is relatively short (59 pages) with little detail and a focus on implementation, but the accompanying EIR runs to nearly 2,000 pages. SACOG staff wants to track the results of near term actions. The MTP/SCS budget is constrained by available funding, and is limited to projects within the 20-year horizon.

SB 375 also set greenhouse gas (GHG) reduction targets for 2020 and 2035. The state will meet the overall 2020 target but not in the transportation sector. People reduced driving in the 2008 recession, but it is now going up again. CARB report says that GHG reductions are not on the forecast trajectory. Blueprint adopted in 2004 as the basis for land use planning in the region. Growth is slower than projected.

Recession also affected transportation revenues, and recovery has added a disproportionate number of lower wage jobs. Even though people are driving more, they are using less gasoline and paying less for gas taxes. SACOG is discussing transportation pricing strategies as an alternative to gas taxes, and would like to convert existing freeway lanes to paid lanes ("tolling") rather than adding new lanes. Buses and carpool vehicles would drive for free. May be difficult to impose tolling on interstate highways. An alternative is mileage based fees, to replace the state fuel tax.

Q: *Would fee be based on vehicle weight? A:* Probably not for light vehicles, but large trucks already pay weight fees. Fees could also be higher when demand is up, as a form of congestion pricing. Pricing might hurt lower income and rural communities, and need ways to counteract this. Test a pilot project in the near term to see what would happen. SACOG would like fees paid by drivers to be reinvested into transit. Goal is get to job center faster in transit than in a car.

Q: *Why does the MTP/SCS include dubious projects like the I-80/SR 65 interchange, which add to the incredible sprawl in Placer County? A:* Placer and Eldorado have transportation planning agencies separate from SACOG, and force SACOG to include projects that SACOG wouldn't recommend. SACOG would like to remove capacity projects from their plans. Construction of Placer County projects is dependent on passing a sales tax, which failed in 2016. If revenues go away, projects would have to go away. SACOG would like to have transit based growth. \$3B for proposed capacity increasing roadways in Placer are not in MTP. In Sacramento County, SACOG excluded the entire middle section of the Southeast Connector.

Q: *Can Sacramento region achieve the 19% reduction in GHGs by 2035 mandated by CARB? A:* Sacramento has more greenfield growth potential than LA or SF Bay Area, and needs state assistance to meet the same target of 19% reduction. We can no longer rely on redevelopment process, and SACOG is asking for \$400 million to support infill incentives and to increase the production of affordable housing. It didn't get anything in the current state budget, but will try again next year. It's expensive to upgrade infrastructure from strip mall to residential. Need new housing for the "missing middle," such as duplexes and mansions converted to multiple unit. Zoning for single family currently doesn't allow multiple unit housing. Need more affordable products. MPOs (like SACOG) do not have authority over land use, which done by the local jurisdictions. Nevertheless, the SCS is required to forecast land use.

Jurisdictions have proposed \$12 billion for new roads, including \$7 billion for capacity increasing roads. If a project is not in the MTP, it is not eligible for SACOG funding. SACOG has direct control over just 7% of \$35 billion in the MTP. Local jurisdictions control 62% of the MTP budget, from federal and state fuel tax and local Measure A.

7:15 p.m. – Update on Declaration of Climate Emergency by City of Sacramento

- Chris Brown (Sacramento Climate Coalition)

Brown: *The Climate Coalition is still working to get the Sacramento City Council to declare a Climate Emergency. Davis has already done so, and adopted a logo "Cool Davis."*

7:35 p.m. – Updates, reports and discussion of other current topics

- Mayors' Commission on Climate Change
- Proposed Electric Transportation Vision (Guy Hall)
- Jackson Corridor Transportation Plan
- SacMoves Coalition to support a transportation tax for Sacramento County
- Sacramento Valley Station Master Plan
- Elk Grove City and Sacramento County Climate Action Plans

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

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., Oct. 3, 6:00 p.m., Mogavero Architects, 1331 T St.

Other upcoming events of interest:

Sept. 14, 1 pm -- [Sacramento Transit Riders Union](#) (Sac TRU), 1714 Broadway

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