



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, February 6, 2020, 5:45 p.m.
Mogavero Architects, 1331 T St., Sacramento

Meeting Notes

5:45 p.m. – Social time -- meet and greet -- with refreshments

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

Attendance: Greg Thomson (TRAC), Dan Allison (STAR), Susan Herre, Steven Bourasa (EOS, STAR), Sandra Hall (DEVA, SacEVA), Karen Jacques (STAR, 350 Sac), Nora Jang (Keraminda Inc.), Brandon Findling (Vandeltoolen Assoc.), Muriel Strand, Delphine Cathcart (STAR), Mike Garabedian (Placer Co. Tomorrow), Chris Brown (Sac. Climate Coalition), Lynne Goldsmith (co-chair), John Deeter (co-chair).

Guest: Jim Allison (CCJPA).

6:15 p.m. – Capitol Corridor rail service and Sacramento Valley Station improvements

- James Allison (Director of Planning, Capitol Corridor JPA)

Allison: Sacramento Valley Station (SVS) is the seventh busiest station in the Amtrak network, and a key station for the Capitol Corridor rail service to the Bay Area. In the past decade there have been significant improvements to the station, including relocation of the tracks and passenger platforms to improve rail operations, and renovation of the historic building with the intention of increasing commercial use of the facility. Greg Taylor from the City of Sacramento has been instrumental in guiding these developments and planning for future phases. A later phase will include a high-level concourse connecting the areas north and south of the train tracks, with access to the platforms via elevators and escalators.

The City of Sacramento, along with Sacramento Regional Transit (SaxRT) and Capitol Corridor JPA, has applied for funding of improvements at SVS from the state Transit and Intercity Rail Capital Program (TIRCP). Award criteria include effectiveness in reducing greenhouse gas (GHG) emissions, both direct and indirect. Several projects are included in this proposal: relocation of the light rail station and double tracking through the Railyards, a Regional Bus Mobility Hub located west of the entrance to the tunnel accessing the platforms, and construction of a second entrance to the tunnel on the north side of the tracks. The bus hub will have two levels, with bus bays on the top and parking and a service area below, with direct access to the tunnel entrance. Included in the proposal are some bicycle facilities, including a bikeway on the south side of H St.

***Q:** What is planned for streetcar service to SVS? **A:** The streetcar is retained on the map without a definite location for an SVS stop, but there are now questions about the feasibility of the route. **Q:** Will there be adequate parking at the station? **A:** Ultimately, parking will be reduced to about 250*

spaces, and the bulk of patrons are expected to come by other means. **Q:** Could a suburban station between Sacramento and Roseville provide parking for passengers who want auto access? **A:** A station east of SVS is currently not being planned. **Comment:** The drop-off/pick-up area appears to be minimal, and no larger than the current space at SVS.

Allison: A pedestrian plaza will be located between the historic building and the new facility. It is planned to be a civic space, with vehicles largely excluded. Relocation of the north-bound on-ramp to I-5 would free up some space adjacent to I St. but this is still in an early planning stage

Q: How is pedestrian access to Old Sacramento affected by these plans? **A:** There will be a large pedestrian friendly recreational space under I-5. **Q:** How will commuter bus routes in downtown be affected? **A:** There are currently 18 agencies operating some 90 peak-hour buses in downtown Sacramento, and the hope is that some will use the SVS bus hub. SB 742 allows Amtrak Thruway buses to carry non-rail passengers, and the rail agencies hope to make joint ticketing available to other bus operators.

Q: When will the Capitol Corridor offer more than 15 daily round trips to the Bay Area? **A:** The existing agreement with Union Pacific allows only 20 round trips in the corridor, and five are currently being used by the San Joaquins. UP also requires passenger trains to be separated by at least 40 minutes to facilitate freight operations. For long-range planning read the Capitol Corridor Vision Plan, which anticipates a second transbay tunnel with access to downtown San Francisco.

Q: When will the bus hub be operational? **A:** TIRCP awards will be announced this April, and construction could start next year and be completed in 2027. **Q:** Will there be an environmental review? **A:** The necessary environmental review has already been done. **Q:** How much is the TIRCP application for? **A:** \$152 million.

- Discussion of future TAQCC involvement in SVS improvement projects

Discussion: Concerns that it will be difficult to change from current auto dominated access to SVS to planned non-auto modes. We need to formulate questions and ask for another presentation.

7:15 p.m. – Declaration of Climate Emergency by Sacramento City and County

- Chris Brown (Sacramento Climate Coalition)

Brown: The [Climate Mobilization Project](#) rests on three elements:

- **Climate Mobilization: *The Head*** -- Get academics, researchers, reporters, policy makers thinking in the right paradigm.
- **Climate Truth: *The Heart*** -- Get movement leaders, elites, celebrities/influencers, and the public into the right emotional paradigm.
- **Climate Emergency: *The Hands/Body*** -- Get organizations, organizers, and organic leaders from sectors acting together and building power.

These parts lead to the right paradigm: Mobilization Fever -- act like this is an **emergency!**

As an example, in World War II, America mobilized for total victory: Federal spending skyrocketed, there were strong regulations, and the consumer economy was scaled back. What a Climate Emergency program is:

- Rebuilding our economy and society to reach zero emissions in 10 years or less
- Creating a just transition for communities and workers

- *A Climate Emergency Declaration sets the agenda - but is just a first step*

Our strategy:

- 1. Make the Climate Emergency the central issue of the 2020 election*
- 2. Demand action from local governments*
- 3. Strengthen the mass Climate Strikes planned for this year and next*
- 4. And unite with the 82 million Americans who agree with us.*

To participate, join one of six different teams: Street Team, Neighborhood Team, Strike Team, Action Team, Social Team, and Training Team. Current Sacramento campaigns are:

- 1. Keep City's feet to the fire to implement rapid reductions in GHG.*
- 2. Call on Sacramento County to adopt a CED*
- 3. Cooperate with Solar Rights campaign to get SMUD to commit to a CED*
- 4. Support local climate actions to keep visibility high, and put pressure on state government to adopt supporting policies.*

Next steps include developing a detailed summary of each discussion group's results, share those summaries at the February 19 organizing meeting to get more input, refine and build our campaign teams, and begin to set specific team meeting times so that each team can work most effectively by focused planning for each of the campaign listed above and the projects related to them.

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

- Measure A-plus
- Mayors' Commission on Climate Change
- Elk Grove City and Sacramento County Climate Action Plans

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

- Date for future TAQCC meetings

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., March 5, 5:45 p.m., subject to change

Other upcoming events of interest:

Feb. 5, 13, 19, 1:30 pm -- [Sacramento Transportation Authority](#) meetings. 800 H St.

Feb. 8, 1 pm -- [Sacramento Transit Riders Union](#) (Sac TRU), 1714 Broadway

Feb. 10, 4 pm -- [Mow Better](#), SMUD Headquarters, Arden Room, 6301 S Street.

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