



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, March 5, 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: Don Meyers (SBP), Jeffery Tardaguila (STAR), Dan Allison (STAE), Dale Paige (CCL), Milo Cho (Studio R), Molly Bassinger, May Lin Chang (HGA, 350 Sac), Brandon Findling (Vandertooleen Assoc.), Nora Jang (Keramida), Mike Garabedian (Placer Co. Tomorrow), Ralph Propper (ECOS Pres.), Lynne Goldsmith (co-chair), John Deeter (co-chair).

Guest: Chris Ganson (OPR).

6:15 p.m. – Implementing SB 743: Using VMT to evaluate transportation impacts

- Chris Ganson (Senior Planner, Governor's Office of Planning and Research)
- Discussion and follow-up

Ganson: Presents slide show, [Assessing induced travel](#). Induced travel demand is the result of a multistep feedback loop, wherein perceived traffic congestion is mitigated by increasing roadway capacity, which results in sprawl development, increased travel and ultimately more congestion. Adding roadway capacity leads to longer trips, mode shift toward autos, newly generated trips, route changes, and more disperse land use development. These changes generally result in increased vehicle miles traveled (VMT).

Key findings of research on induced travel confirm that adding highway capacity induces VMT, with a 1% increase in line miles causing VMT to rise by 0.6% to 1.0%. The added VMT is truly new, and not shifted from elsewhere, and tends to increase greenhouse gas (GHG) emissions. Furthermore, new highway capacity does not increase overall employment or economic activity. (Read "[The Congestion Con.](#)" issued by Transportation for America.)

Beginning July 1, 2020, VMT Analysis will be required in all CEQA documents, but assessing induced travel accurately is difficult. Existing travel demand models are not designed to measure induced travel, being restricted by static trip assignments and unconstrained link volumes (Marshall 2018). They omit land use changes, sometimes omit trip generation changes, and are sometimes noisy, opaque, and easily gamed.

On July 1, 2020, the Governor's Office of Planning and Research is scheduled to issue two documents to provide guidance for implementing SB743: "Transportation Analysis Framework" (TAF) and "Transportation Analysis under CEQA" (TAC). Drafts are anticipated to be released for

comments mid-March. Also, "Transportation Impact Study Guide" (TISG) is currently out for review (comment through end of March). Additional resources on implementing SB743 can be found on OPR's [Website](#).

Questions: Can this framework be used for assessing land use projects, specifically Aggie Square? Can infill development be streamlined? Does it apply to projects such as Southeast Connector? A: Expanding capacity to satisfy level-of-service (LOS) requirements can be expensive.

7:15 p.m. – Update on Measure A-plus and SacMoves/SMART coalition

- Ralph Propper (ECOS President)

Propper: SacMoves/SMART coalition made suggestions for the proposed Transportation Expenditure Plan (TEP) for Measure A-plus that were not adopted. SacRT has accepted the 40-60 split (40% for transit), but the coalition is still advocating for 50-50. Contra Costa Measure J on the primary ballot (March 3) lost, with only 51% yes. ECOS will have to decide whether to support Measure A-plus.

Allison: STAR is opposed to the 40-60 split.

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

- Mayors' Commission on Climate Change
- SACOG's "Green Means Go" campaign
- Climate Emergency Declarations
- Elk Grove City and Sacramento County Climate Action Plans

SMUD 101 (350 Sac panel discussion): The discussion was critical of SMUD.

Suggestion: ECOS sponsor a pro-con SMUD discussion, focused on its Integrated Resource Plan (IRP). A major issue involves home solar roofs vs. solar sharing. Some SMUD policies are unsustainable, such as gas generated electricity. SMUD staff runs the organization, with little control by the Board.

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., April 2, 5:45 p.m., subject to change

Other upcoming events of interest:

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

Mar. 12, 13, 19, 1:30 pm -- [Sacramento Transportation Authority](#) meeting. 800 H St.

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

Mar. 24, 6 pm -- **ECOS Board**, 909 12th St. (reception at 5:30)

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