



ECOS Transportation, Air Quality & Climate Change Committee
Tuesday, May 6, 2021, 5:45 p.m.
Videoconference, hosted by Zoom

Link to join the TAQCC Zoom Meeting: <<https://us02web.zoom.us/j/85805612058>>

To phone in: 669 900 6833, Meeting ID: 858 0561 2058

Meeting Notes

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

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

Attendance: Dan Allison, Deb Banks (SABA), Karen Jacques, Roger Dickinson, Muriel Strand, Glenda Marsh (SMART), Gabriel Balensiefer, Angela Elizabeth Jackson, May Lin Chang, Sabrina Drago, Anne Stausboll, Alex Reagan (ECOS staff), Susan Herre (ECOS), Ralph Propper (ECOS Pres.), John Deeter (TAQCC chair).

Guest: James Drake (SacRT).

6:05 p.m. – Review of SacRT’s long range plans

- John Deeter (TAQCC chair), all

Deeter: [Title should have been “SacRT’s long-range financial needs.”] Following the defeat in 2016 of Measure B (half-cent sales tax increase for transportation in Sacramento County), Henry Li (the new SacRT CEO) expressed concern that the amount allocated for transit in Measure B was far too small. He estimated that SacRT alone needed close to a half-cent sales tax (or equivalent) to pay for replacement vehicles and expansion to become a robust regional transit agency.

6:20 p.m. – Alternatives to sales tax for funding transit in the Sacramento region

- Dan Allison (STAR), all

Allison [presents [slide show](#)]: Transportation funding in Sacramento isn’t working: County-wide sales tax failed in 2016, and revised measure was withdrawn in 2020, Transit and active transportation have always been underfunded relative to highways. Sales taxes are generally regressive. Many of our transportation needs are regional, but projects are often provincial. If SacTA develops a sales tax measure for 2022 or 2024, it will likely be ineffective.

Sacramento Transportation Authority (SacTA) favors motor vehicles and capacity expansion -- its board structure gives a stronger voice to suburbs and exurbs than to urban areas; its Professional Advisory Group (PAG) is composed of highway engineers, with no input from citizens; SacTA does not have transportation performance goals or policies; maintenance is from SB 1 funds, not Measure A.

Transportation funding sources include: sales tax; property tax (limited by Prop 13); parcel tax (very regressive); vehicle fees; fuel or mileage taxes; parking fees; congestion pricing; value capture.

“Regressive consumption taxes to fund public transit investment are approaching legal and political limits.” An alternative is “value capture,” a tax on real estate sales, or better, on the capital gains of

those sales, earmarked to fund large infrastructure projects of regional significance. It isn't clear what taxing authority SacRT has, and how much legislation would be required.

Transportation priorities

- *Climate change requires that we not only do better things, but stop doing the wrong things*
- *Walking and bicycling rarely get funded except as part of capacity projects*
- *Transit benefits everyone whether they use it or not, but support for transit is low in low density suburban and exurban areas*
- *Capital Southeast Connector and new freeway interchanges are designed to promote greenfield development, not to meet transportation needs*
- *Induced demand means that capacity expansion will fail to relieve congestion*

Alternatives to consider

- *Citizen-initiated ballot measure; requires 50% to pass rather than 67%*
- *Transit-only measure; possible geographic alignment with riders; allows transit to flex between capital and operations as needed*

Discussion: *We need sustainable jobs. Transportation funding should be tied to greenhouse gas (GHG) reduction -- 19% reduction needed to meet SB375 regional goals. SACOG's "Green Means Go" initiative requires state funding of \$100 million per year for four years, and has been introduced in the State legislature.*

Do we need SacTA? County-wide sales tax (two-thirds approval) requires regional consensus to even get on the ballot. It may be already too late to get a measure on the 2022 ballot. Should consider congestion pricing or toll (HOT) lanes on commuter routes. Pricing on freeways raises equity issues, and would need to be balanced by increased transit. Provide choices other than autos. SacTA (Measure A) imposes more specific control over SacRT than on spending by the County and cities.

Austin has imposed a property tax to fund transportation.

7:10 p.m. – Other current issues

- **Climate Action Plans (Susan Herre)**

Herre: *Sacramento County CAP stakeholders meeting scheduled for May 11. Current draft is inconsistent with the Climate Emergency Declaration adopted by the Board of Supervisors. It's also weak on supporting transit and infill development.*

- **CapCity freeway bridge over American River**

Propper: *ECOS has filed a lawsuit vs. Caltrans challenging its Mitigated Negative Declaration of widening CapCity freeway bridge over the American River. A settlement conference with Caltrans is scheduled for next Wednesday, May 12. ECOS is mainly concerned about Caltrans avoidance of addressing induced demand and increased VMT resulting from increasing CapCity capacity,*

- **Start of construction on US 50 HOV lanes**
- **Climate Emergency Declarations (Chris Brown)**
- **Implementation of the Mayors' Climate Commission Recommendations**

Stausboll: *Building electrification was a measure recommended by the MCCC, and the Sacramento City Council is considering an ordinance to implement electrification (i.e. no gas), starting with new low-rise buildings and eventually including all new construction. Some pushback, particularly from restaurant owners who feel they need gas for some cooking procedures. ECOS should support the pr*

7:35 p.m. – Other business and announcements / Topics for future meetings

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., June 3, 5:45 p.m., videoconference

Other upcoming events of interest:

May is Bike Month -- [Register and log your travel](#)

May 8, 1 pm -- [Sac Transit Riders Union](#) (videoconference)

May 13, 6 pm -- "[Where there's fire, there's smoke,](#)" panel discussion

May 25, 6 pm -- [ECOS Board](#) (videoconference) -- All are welcome

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