



**ECOS Transportation, Air Quality & Climate Change Committee
Thursday, August 12, 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 pm – Social time -- meet and greet

6:00 pm – Welcome, Introductions, Check-Ins, and Changes to Agenda

Attendance: Deb Banks (SABA), Oscar Balaguer, Lynne Goldsmith, Muriel Strand, Steven Bourasa, May Lin Chang, Thomas Yeates, Kathy Dodson, Emel Wadhwadi, Ali Doerr Westbrook (Caltrans), Sue Teranishi, Laurie Litman, Dale Steele, Alex Reagan (ECOS staff), Susan Herre (ECOS), Ralph Propper (ECOS Pres.), John Deeter (TAQCC Chair).

Guests: Remi Mendoza (City of Sacramento), Todd Litman (VTPI).

6:05 pm – City of Sacramento General Plan update: "[Sacramento 2040](#)"

- Remi Mendoza, Senior Planner / Project Manager, City of Sacramento
The City has begun work on its 2040 General Plan (including a Transportation Priorities Plan). In parallel, the City will also be preparing a Climate Action Plan, a framework to reduce greenhouse gas emissions.

Mendoza: The City of Sacramento updates its Climate Action Plan (CAP) every five years, in conjunction with the update of its General Plan. Aspects to be addressed include age friendliness, climate change, economic justice and mobility. Drafts of these plans will be released later this year, with a 45-60 day period for public comment.

Discussion: The City should speed up its actions, in line with the Climate Emergency Declaration the City Council adopted last year. It should continue the Safe and Slow Streets program. The City should ban leaf-blowers.

6:20 pm – Influencing local planning efforts

- Todd Litman, Executive Director, [Victoria Transport Policy Institute](#).
Todd will advise us how to influence these major planning efforts, to ensure that last year's recommendations of the Mayors' Commission on Climate Change -- especially those adopted by its Mobility Technical Advisory Committee -- are fully implemented.

Litman (Slide show): Focuses on "win-win" transportation emission strategies. Transportation is an important element of people's lives, and produces 20% of all greenhouse gas (GHG) emissions. It is also a key element in sustainable planning. Sustainable transportation is more than conversion to electric vehicles. EVs reduce GHG emissions up to 70%, but don't affect mode splits or compact development. Multimodalism should be encouraged: walking, biking and transit emphasized, with

autos only when most efficient. Autos are the most expensive mode, to both the user and the public-at-large. Compact development reduces emissions.

Recipe for multimodalism: improved mobility options (complete streets, encourage walking, biking and transit); mode shift incentives to reduce auto use; more accessible land use (compact development, well connected road network). There is a latent demand for more compact development and active transportation. Non-auto modes are much safer, with far fewer injuries and deaths.

Multimodal benefits: improved travel options, convenience and comfort; independent mobility for non-drivers; more attractive public realm; higher property values; increased safety and security; improved public fitness and health: more local economic activity; increased community cohesion; reduced traffic and parking congestion; reduced chauffeuring burdens; reduced crashes; energy conservation; pollution reductions; transport cost savings; reduced sprawl; preservation of open space; more livable communities; increased security.

Discussion: *People who don't drive don't get a fair share. Complete streets program should incorporate active modes when roads are built or reconstructed. Goal should be "15 minute city" with all services accessible by non-auto modes in less than 15 minutes.*

Is there A YIMBY (Yes In My Back Yard) movement in Sacramento? It should be led by young people concerned about the environment, who want to live in walkable neighborhoods.

Q: *What is the impact of freight? A: Freight accounts for 10% of VMT but 30% of emissions. Long distance freight should be shifted from trucks to rail. But supply distances should be shortened as well.*

We need to build a broad coalition including health, housing and non auto proponents. Example in Los Angeles "30 in 10" which was instrumental in passing a tax increase for transportation.

7:20 pm – Other current issues

- [Broadway Bridge Draft EIR](#), comments due Aug. 23

Deeter: *The planned Broadway bridge across the Sacramento River will be located just south of the Highway 50 bridge. It will be a low-level bridge with a drawspan to accommodate river traffic. It is designed for one vehicular lane in each direction with space reserved for streetcar tracks in the middle and generous sidewalks and bike lanes on both sides. It supports planned development on both sides of the river. ECOS generally supports the concept of a bridge at this location, and we will circulate draft comments for TAQCC review.*

Banks: *SABA also plans to submit comments on this DEIR.*

- Sacramento County Climate Action Plan

Herre: *Third draft of the County CAP is scheduled for release by the end of August, with a 30 day public comment period.*

Discussion: *We should push for a City Council workshop on the City CAP and General Plan. The County CAP is using an EIR addendum process which limits public review. The County Board of Supervisors should also have a workshop on the County CAP.*

- CapCity freeway bridge over American River
- Climate Emergency Declarations (Chris Brown)

7:35 pm – Other business and announcements / Topics for future meetings

7:45 pm (approx.) – Adjourn

Next TAQCC meeting: Thursday, September, 2, 5:45 p.m., videoconference

Other upcoming events of interest:

August 14, 1 pm -- [Sac Transit Riders Union](#) (videoconference)

August 18, 4 pm -- SMART General Meeting (videoconference)

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