



# ECOS

ENVIRONMENTAL  
♦ COUNCIL ♦  
OF SACRAMENTO

## ECOS Transportation, Air Quality & Climate Change Committee

Thursday, February 2nd, 2017, 6:00 pm

Mogavero Architects, 2012 K Street, Sacramento

### Meeting Notes

**Attendance:** Mark Dempsey (Citizens Climate Lobby), Coco Cocozzella, James Cathcart (STAR), Dan Allison (STAR), Karen Jacques (STAR), Steven Bourasa (STAR, EOS), Rick Codina, Dyane Osorio (Sierra Club), Doug Cortes (Connection Africa), Rick Bettis (Breathe CA, Sierra Club), Delphine Cathcart (Sierra Club, STAR), Leah Grassini Moehle (California Forward), Bill Leddy (Sac 350), Robert Coplin, Nailah Pope-Harden (CROP), Lynne Goldsmith (AARP), Nanette Carter (Connection Earth), James Drake (Sac RT), Heather Kennedy (Sea Stand Productions), Mikael Gustafson (Sea Stand Productions), Nancy Hughett, Benny Bertagnini, Nancy Kitz, Rick Castro (STAR), Matt Baker (ECOS staff), Alex Reagan (ECOS staff), Ralph Propper (co-chair), John Deeter (co-chair).

**Guest:** Jeffery Spencer (Sacramento Transportation Authority).

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

**Propper:** Introduces himself as newly elected TAQCC co-chair. Retired from CA Air Resources Board. Distributes STAR map showing level of support for Measure B throughout Sacramento County, and notes that US has not increased gas tax since 1993. He introduces Jeff Spencer.

6:05 p.m. -- Failure of Measure B, and options for transit funding in Sacramento Co.

Jeff Spencer, Exec. Director, Sacramento Transportation Authority (STA)

**Spencer:** STA was formed to administer Measure A, the half cent sales tax dedicated to transportation in Sacramento County, which was renewed in 2004 and expires in 2039. The world is changing: recession in 2008, aging infrastructure, reduced state and federal funding, aging population, and new urban demand. The county needs funding for better air quality, for reduced dependence on fossil fuels, and sustainable energy sources. Gas tax purchasing power is declining.

What is our transportation future? Measure B came close to passing: it needed 2/3 (66.67%) approval and got 65.71%. It had widespread support among the county's elected officials. It's principal opponents were Eye on Sacramento and Save the American River Assoc., who focused on RT troubles and raised more than \$35,000. Other factors in the defeat were: 67% majority hurdle, late start to the "Yes" campaign, lack of public understanding, voter opposition to taxes, voter fatigue (Measure B was alone on the last page of the ballot). STA will continue with an outreach effort to help educate the public on the needs and effects of an efficient transportation system.

RT has a number of problems: 26% farebox recovery rate for light rail, but only 19% for buses and 2% for paratransit. Buses consist of 73% of the vehicle fleet, covering a territory of 418 sq.mi. with 3,100 stops on

69 routes. Half of the bus fleet is due for replacement by 2020; bus maintenance costs \$15.9 per year. RT has 97 light rail vehicles, operating on 43 route miles with 53 stations. 36 LR vehicles are near end of life (30 years); 31 are at half life. ADA Paratransit service has 102 vehicles, providing an average of 1,417 weekday passenger trips.

51% of RT riders use only buses, 17% only light rail, and 32% use a mix of the two modes. Ridership split: approx. 51% rail, 49% bus. 70% of riders live in city of Sacramento, 39% live outside. Transit has about 2% mode share in the county. Transit depends on density, and development near transit helps to maximize public investment in transit.

SacramentoGo Vision is the basis for a rerun of Measure B, and emphasizes "fix it first". This Vision includes a number of components:

- Public transit: light rail upgrades (including low floor vehicles) and O&M support, bus replacement, expanded & affordable paratransit
- Road maintenance & improvements: pothole fixes, new pavement, synchronized traffic signals, street widening, bike lanes, pedestrian improvements, sidewalks & lighting
- More reliance on automation -- automated buses already in service
- Regional solutions: light rail to airport & Elk Grove, Capital City freeway improvements, Capital Southeast Connector
- Local solutions: complete streets, technology improvements, interchange modifications, Downtown & Elk Grove intermodal stations, bicycle master plans, downtown streetcar

Benefits of this Vision include stimulating the economy, providing better transit (191 thousand RT riders per day), reducing carbon emission by 500,000 tons per day. Every \$1 invested in public transportation generates \$4 in economic returns; every \$1 billion so invested supports and creates more than 50 thousand jobs.

**PowerPoint** for Jeff Spencer's presentation is available at: <<https://drive.google.com/open?id=0B9H0KF54EPuKUzIBMzBJSWN5ZXRfZHVlbmc2Mm5ZekhZS1hZ>>

**Discussion:** In CA transportation contributes 40% of greenhouse gas emissions. How does STA funding meet greenhouse gas reduction goals? RT is looking at buying electric buses.

New measure should provide more for transit, much more than roughly 30% in Measure B. **Spencer** says he doesn't craft ballot measures; public works directors from every jurisdiction put Measure B together. They constitute the "Professional Advisory Group" (PGA) for STA, and are not required to have public meetings since they are not elected.. We need citizen input to develop a better plan. People should go to city councils and STA Board to provide input. STA Board consists of all 5 supervisors, 5 council members from Sac. city, and 6 more from other cities. Next STA Board meeting is March 9th at 1:30pm.

Original Measure A was hashed out in public, but details of Measure B were decided by two STA Board members, Need public outreach before measure is finalized. But it has to include the right mix to be able to be approved. Perhaps vary the allocation for transit for the city of Sac. and the rest of the county.

**Spencer** has proposed public charrettes but STA Board thought that process too chaotic and used the PAG instead. **Comment:** good outreach needs a facilitators to help guide discussions. STA did polling, but polling is not outreach.

Los Angeles and San Francisco have citizen committees that work with their transit agencies. Other CA counties do more than STA and SACOG to ensure that the public is represented in transportation decision making. Citizen advisory groups are integral to the operation of the transit agencies and are very important to the development of transportation plans and ballot measures. This type of dynamic ensures citizen

*involvement on a day to day basis and far exceeds any type of outreach done merely to raise awareness regarding an upcoming tax measure.*

**Question:** *Is there provision for changing a measure after adoption?* **Spencer:** *Measure A, the current transportation tax, has to be reviewed by the STA every ten years and the first review will occur in 2019. This review will look at how well the Measure is doing vis-a-vis the promises and goals that it made.*

**Further discussion:** *Report on recent meeting with Supervisor Patrick Kennedy (vice chair of RT and future chair of STA), who said that 30% was all STA could support for transit.*

*Selection of comments:*

- *Does the Independent Taxpayer Oversight Committee (ITOC) provide more oversight?*
- *Transportation measures that passed elsewhere in CA did public outreach.*
- *Advisory committees are generally useless*
- *Can Sac. city decide to give more to transit, unincorporated areas more to roads?*
- *No jurisdiction can exceed CA state tax limit*
- *Public outreach must be regionwide.*
- *Need to formulate an alternative plan, as done for East Bay*
- *Need to develop a progressive alternative by the end of March*
- *STA on notice as to its lack of public involvement.*
- *Need a measure that supports a stronger transit system*
- *Need to emphasize that we will not support a measure without more for transit*
- *Measure should have a shorter horizon (20-25 years), and provide for autonomous vehicles.*

**Dempsey (CCL)** *suggests public funding for transit through a public bank. like done earlier for TVA and Bay Bridge. Environmentalists should support public financing.*

**Deeter:** *There is a Google group for discussion of TAQCC issues between meetings. Can be used to announce upcoming meetings and events. Also could put events on ECOS calendar.*

**Action:** *Write a letter to the elected officials in the county, outlining our concerns that a follow-up transportation measure be developed through better outreach and citizen input, and that it include a larger allocation for transit. Propper offered to prepare a draft.*

6:50 p.m. -- TAQCC Priorities for 2017

7:20 p.m. – Other Business and Announcements / Possible topics for future meeting  
Future of Sacramento Regional Transit, Sacramento County  
Climate Action Plan, ECOS Transportation Vision update,  
Downtown Sacramento Transportation Plan (Grid 3.0), City of  
Sacramento Bicycle Master Plan, Tri-city proposed bike-share program

7:30 p.m. – Adjourn

Next TAQCC meeting: Thurs, March 2nd, 6:00 pm, at Mogavero Architects, 2012 K St.  
Kate White, California Transportation Commission

Other upcoming events of interest:

Feb. 1, 6 pm, Colonial Heights Library, 4799 Stockton Blvd -- Transition Streets

Feb. 18, 8 am, McGeorge School of Law -- Planning & Conservation League  
Post-Election Threat Assessment & Strategy Workshop