



August 19, 2020

Dear Mayor Cabaldon and Members of the West Sacramento City Council,

**Re: Support the Mayors' Commission on Climate Change Recommendations**

On behalf of the SacMoves coalition, we write to offer our unequivocal support for the recommendations of the Mayors' Commission on Climate Change that are proposed for adoption by the West Sacramento City Council on August 19, 2020, and to highlight certain Year One implementation actions that would move both cities in the right direction as soon as possible.

For the past year, SacMoves and SMART have been leading a broad-based coalition of business, labor and community groups united behind a common vision that the Sacramento region should have an innovative, seamless and diversified transportation network offering a wide range of accessible, affordable and efficient mobility choices coupled with supportive land uses, better air quality, safer neighborhoods and a stronger and more equitable economy.

We have been particularly focused during the past year on helping to shape the Sacramento Transportation Authority's Measure A Expenditure Plan to be consistent with this vision. To that end, we have advocated for the inclusion of projects and policies in the expenditure plan that are consistent with the groundbreaking work of the Mayors' Commission. Our goal is to ensure that these types of progressive projects and policies are adopted comprehensively throughout our region in policies, programs, and other actions, big and small.

Thanks to the strong leadership, dedication and clear-headed guidance of the Mayors' Commission Chair Anne Stausboll and her fellow commissioners, and the excellent staff work and analysis from the Local Government Commission and SACOG, the Mayors' Commission has developed a set of far-reaching yet pragmatic recommendations to guide the future of our two cities and the entire Sacramento region.

It is now incumbent upon the Cities of Sacramento and West Sacramento to implement and transform these program and policy recommendations into concrete plans, projects, and ordinances to strengthen and diversify Sacramento's economy, improve our air quality, and reduce carbon emissions, starting with each city's climate action plans.

To ensure that the Commission's recommendations are carried out most effectively, we urge the Mayor and Council to maintain vigilant oversight of City staff's implementation. In particular, we believe it is essential that the Council and staff collaborate with neighborhood and community stakeholders so that all residents, particularly from marginalized communities, have access to sustainable and affordable mobility options that facilitate positive community outcomes for public health and safety, livability and the economy. In particular, we would like to highlight a few of the Year One goals recommended in the Commission Report.

1. Subsidizing Transit Fares - We agree with SMART that both cities should support the "recovery of public transit agencies through subsidized free or reduced fare for students." (Mayor's Commission Report, p. 31.) Covid-19 has caused a steep drop in transit ridership this year. Yet we all know how important transit is in the long-term battle to reduce carbon in our region. We believe subsidized fares and other incentives will be necessary to accelerate the transition of riders back to transit. In addition to the student fare program, free or reduced fares may also be needed during these trying times to support transit dependent riders and to attract choice riders to transit.
2. Slow Streets Project – Both cities should implement citywide Slow Streets programs to provide residents safe ways to commute, exercise or recreate at a safe distance from each other – something currently impossible on five-foot sidewalks. We also encourage you to close parking lanes and lanes of traffic to allow citizens, especially essential workers, to commute safely. These programs would implement the Climate Commission's Bicycle and Pedestrian Priority and Car-Free District Year One recommendations and should be eligible for CARES Act funding. The upshot would be a reduction in vehicle traffic, congestion and healthier citizens.
3. Support Telecommuting — Both cities should support continued telecommuting for those able to work from home, at least part time. By so doing, transit providers will have the opportunity to combine free or reduced fares with realigning service to concentrate on transit dependent riders who often are also essential workers. The result will be reduced greenhouse gas emissions, reinvigorated public transit, improved access to worksites, and less congestion.

Thank you for your consideration of these comments.

Yours truly,  
Deb Banks  
Steve Cohn  
Roger Dickinson  
Chris Holm  
Glenda Marsh  
Sue Teranishi  
Emel Wadhvani