



November 12, 2020

Dear Chair Covill and Members of the Sacramento City Planning and Design Commission

Re: November 12, 2020 Agenda Discussion Item 9, 2040 General Plan Update – Draft Land Use Map, Proposed Roadway Changes, and other Key Strategies

On behalf of the SMART and SacMoves coalition, we write to express our unequivocal support for the recommendations of the Mayors' Commission on Climate Change (MCCC), as well as our appreciation of the Planning Commission's consideration of those recommendations. We commend the Sacramento City staff for the effort that has clearly gone into preparing the General Plan and Climate Action and Adaptation Plan (CAAP) strategies, including the Crosswalk to the MCCC recommendations, which will be discussed at your November 12 meeting. Based on our review, we respectfully raise a few questions for your review, outlined below.

SMART and SacMoves represent a broad coalition of business, labor, and community groups that are united behind a common vision of a Sacramento that has an innovative, seamless, and diversified transportation network. As envisioned, this network would offer a wide range of accessible, affordable, and efficient mobility options, which would improve air quality, support safer neighborhoods and healthy lifestyles, and provide a backbone for a more equitable economy. Our goal is to ensure that the City of Sacramento, as well as other jurisdictions and organizations throughout the region, adopt policies and programs that support this vision.

Sacramento's largest source of greenhouse gas emissions – over 50 percent – is a result of fossil-fuel based transportation. Accordingly, the MCCC recommended a set of high-level transformative strategies to achieve widespread adoption of clean mobility options. The MCCC recommended that the city adopt a policy that would prioritize active transportation as the healthiest and most efficient option, followed by public transit and shared mobility for longer trips, and finally zero-emission vehicles (ZEVs) for trips where transit or active transportation is not viable. The overarching vision is a bold "modal shift," from a car-centered transportation policy to an approach that prioritizes cleaner, healthier, and more efficient methods of moving place to place. In addition to reducing greenhouse gas emissions, this shift would reduce vehicle use, traffic congestion, and air pollution. It would also result in improved health, transportation cost savings for residents, and a more vibrant and sustainable community.

Based on our review of the proposed strategies for the General Plan and the CAAP, we respectfully ask that you consider the following at your November 12 meeting and in your ongoing review of the plans:

- **Overarching Policy to Support a Transformational Modal Shift.** SMART and SacMoves support the vision of a sustainable, multi-modal transportation model. We recommend that this transformational policy be clearly stated as an overarching city policy, with transportation funding to be proportionally allocated based on the MCCC recommended prioritization.

- **Match or Exceed the MCCC Recommended Milestones.** For each prioritized transportation mode (active, transit/shared mobility, and ZEV), the MCCC recommended milestones based on an increase in the number of trips taken by that mode. The city staff recommends that milestones be set based on a reduction in vehicle miles traveled (VMT). While not opposed to the VM measurement, we urge you to make sure that the proposed CAAP goals are at least as ambitious as those recommended by the MCCC.

Specifically, the Mobility Crosswalk states that “the active transportation and transit measures identified in the City’s CAAP, if fully implemented, would achieve an estimated 31% of trips taken by active or shared transportation.” The MCCC recommended targets of 30% of all trips by active transportation by 2030 and 40% by 2045, and 30% of all trips by transit/shared mobility by 2030 and 40% by 2045. Given that the proposed city targets appear to fall short of the MCCC recommendations, we ask that you request city staff to provide additional analysis of how its proposed greenhouse gas reduction measures, as a whole, will in fact meet our common goals to achieve carbon zero by 2045.

- **Incorporate Implementation Tactics from the MCCC’s Technical Advisory Committee.** To inform its deliberations, the MCCC formed a Technical Advisory Commission (TAC) on mobility. This expert committee recommended numerous implementation tactics to support the MCCC vision and strategies. Many of these are not mentioned in the city proposed plans. The Mobility Crosswalk provides a comparison only of the high-level MCCC recommendations, without engaging in a more granular comparison of the specific tactics proposed. We respectfully ask that you request city staff to provide this more detailed comparison of the General Plan and CAAP strategies to the MCCC TAC recommendations ([MCCC Technical Report](#), pp. 45-75) and incorporate the recommendations as appropriate. While we would not expect all these to be adopted in the near term, we urge you to consider these expert recommendations.

Thank you for your consideration. We again express our appreciation for your attention to the MCCC recommendations and look forward to continuing to work with you and the city staff.

Sincerely,