



Transportation Committee

February 26, 2015

2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Update: Elected Official Information Meetings

Issue: SACOG is required to hold Elected Official Information Meetings for the 2016 Update to the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Recommendation: None, this is for information only.

Discussion: Throughout the month of February staff conducted eight Elected Official Information Meetings for the update to the MTP/SCS in accordance with Senate Bill 375 requirements. The timing of these meetings was in conjunction with the Discussion Draft Preferred Scenario review period for member jurisdictions.

For each Elected Official Information Meeting, staff presented an overview of the planning process including the plan update timeline and statutory framework. Additionally, staff presented transportation and land use highlights of the Discussion Draft Preferred Scenario and the policy themes guiding the plan update. Meeting participants were encouraged to ask questions throughout the staff presentation. The meetings provided an opportunity for elected officials who do not sit on the SACOG Board of Directors to ask a wide range of questions and learn more about the role of SACOG in relation to their local jurisdiction.

Attached is the summary report for all the Elected Official Information Meetings.

Approved by:

Mike McKeever
Chief Executive Officer

MM:MH:ds
Attachment

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

El Dorado County
February 5, 2015
330 Fair Lane
Placerville, 95667

Meeting Attendees:

Jerry Barton, EDCTC	Dave Johnston, El Dorado AQMD
Adam Baufman, El Dorado AQMD	Ron Mikulaco, El Dorado County Supervisor
Dan Bolster, EDCTC	Carol Patton, Placerville City Council Member
Kirk Bone, Parker Development	Shauna Purvines, El Dorado County Planning Department
Patti Borelli, Placerville City Council Member	Sharon Scherzinger, EDCTC
John Clerici, Placerville City Council Member	Wendy Thomas, Placerville City Council
Dave Defanti, El Dorado County Planning Department	Brian Veerkamp, El Dorado County Supervisor
Woody Deloria, EDCTC	Claudia Wade, El Dorado County Long Range Planning
Shiva Franzen, El Dorado County Supervisor	

Meeting Summary: Together with El Dorado County Transportation Commission Executive Director Sharon Scherzinger staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board-adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Jobs and Housing

- When you mention that job growth is based on historical data, we haven't really grown because our jobs and housing haven't grown.
- From the numbers you have provided for jobs and housing for Placerville, what is the exact geography?
- If El Dorado County brings in a certain amount of jobs in the five years, can that help the region achieve greenhouse gas targets because we will have more dense land use?
- Are there monies or grants available to help us bring in more jobs to our county?

Theme: Data and Modeling

- What data are used for measuring and forecasting future air quality?
- How do you measure congested vehicle miles traveled (CVMT)?
- Does the historic CVMT measurement actually show that you are incorrectly estimating?
- How accurate are your VMT model and historical trend lines?

Theme: Rural Land Use and Transportation

- Does this plan suggest we should target our investment in specific areas to meet the greenhouse gas targets, and/or change our land use pattern?
- How can you even compare rural and urban? In this county we have people who cannot ever ride a bicycle.
- How do you compare our folks who go into town one day versus people in the city who make a bunch of trips on a daily basis?
- You show greenhouse gas emission projections for 2020 and 2035, and SACOG provides transportation infrastructure, but just because you build carpool and bike lanes doesn't mean people will use it. What element of meeting targets are we talking about?

Theme: State and Federal Regulations

- You talk about specific goals like reducing vehicle miles traveled and improving jobs and housing balance-where are those goals documented-in the Blueprint or MTP/SCS?
- What will happen if the region doesn't meet the greenhouse gas emission reduction targets?
- The SACOG region is large. If El Dorado County is doing our part, but somewhere else is not, do we get punished or penalized?
- In El Dorado County we incentivize residents to buy electric vehicles, which don't add greenhouse gas emissions, and since they don't buy gas we are reducing gas tax revenues that should be coming to us. There should be some plan for rewarding the use of electric vehicles.

Theme: Funding

- How much money flows through SACOG per day?

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Yolo County

February 9, 2015

Yolo County Transportation District
350 Industrial Way
Woodland, 95776

Meeting Attendees:

Cecilia Aguiar-Curry, Winters Mayor
Harold Anderson, Winters City Council Member
Terry Bassett, Yolo County Transportation District
Andrew Benware, Office of Senator Lois Wolk
Duane Chamberlain, Yolo County Supervisor
Robert Clark, City of Davis
Wade Cowan, Winters City Council Member
Robb Davis, Davis City Council Member
Sean Denny, Woodland City Council Member
Marj Dickinson, UC Davis
John Donlevy, Winters City Manager
Taro Echiburu, Yolo County
Mat Erdhardt, Yolo-Solano AQMD
Elly Fairclough, Office of Congressman John Garamendi
Woody Fridae, Winters City Council Member
Lucas Frerichs, Davis City Council Member
Mark Johannessen, West Sacramento City Council Member
Betsy Marchand, Yocha Dehe Wintun Nation

Pierre Neu, Winters City Council Member
Curtis Notsinneh, Yocha Dehe Wintun Nation
Jesse Ortiz, Yolo County Board of Education
Janice Phillips, Yolo County Transportation District
Jim Provenza, Yolo County Supervisor
Matt Rexroad, Yolo County Supervisor
Mabel Salon, UC Davis
Garry Sandy, UC Davis
Don Saylor, Yolo County Supervisor
Tom Stallard, Woodland Mayor
Oscar Villegas, Yolo County Supervisor
Beverly Sandeen, City of West Sacramento Council Member
Alex Tengolics, Yolo County
Martin Tuttle, City of West Sacramento
Oscar Villegas, Yolo County Supervisor
Michael Vink, Yolo County Flood Control & Water District
Mike Webb, City of Davis
Rob White, City of Davis

Meeting Summary: SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. This meeting included members of the county-wide Yolo Leaders group, which includes a broad membership of Yolo County elected officials, public agency staff, and appointees. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: MTP/SCS Policy Direction

- Do you set the local (land use and transportation) policy, or are you getting the policy from surrounding areas?
- Do you take into consideration local general plan projections?

Theme: Rural Context Sensitivity for Land Use and Transportation

- To what extent does projected job growth include and/or reflect agriculture and food technology?
- Please describe rural residential communities and established communities using Yolo County examples.
- How is farmland conservation as a regional number compared to Yolo County?
- It was very helpful that you walked us through how local land use authority is not infringed upon, so we (the local policy makers) need to be thoughtful. I was skeptical about this and the Blueprint, but I think it is a really good guide.
- How do you incentivize and/or reward Yolo County for years of smart growth policies and decision making?
- The agricultural land conservation metric is critical, and it appears to be a huge success.

Theme: Jobs and Housing Forecast

- When you project regional housing and jobs, does that include affordable housing?
- If air quality targets are one of the main drivers, does that mean most investments are in Sacramento?

Theme: Transportation Modeling

- What are the drivers that impact fluctuation in greenhouse gas reduction in the model?
- Is it fair to say that even though gas prices are going up, they don't match historical trends and transportation revenues are going down?
- It is frustrating that we don't get to count or get credit from new technology and/or fuel efficient vehicles in the greenhouse gas emission budget.
- Is the price of gas one of the assumptions you are plugging into the model?
- You map Transportation Priority Areas (TPAs) and by definition we already have high-quality transit—why are those mapped for us in 2035?

Theme: Transportation Revenue

- Do you forecast a state gas tax or road user fee in the future revenue for the MTP/SCS?
- Have any states made more progress in the vehicle miles traveled (VMT) charge?
- There are many efforts, including in the legislature, to move away from gas tax reliance, but now that fuels are under the Cap and Trade program it is likely there will be more funding for transportation investments and hopefully that can be used to offset the reduction in gas tax revenue.
- Where will Cap and Trade money be used?

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Sutter County
February 17, 2015
1201 Civic Center Blvd.
Yuba City, 95993

Meeting Attendees:

Jason Banks, Live Oak City Council Member
Gary Baland, Live Oak City Council Member
Kevin Bradford, City of Yuba City
John Buckland, Yuba City Council Member
Preet Didbal, Yuba City Council Member
John Dukes, Yuba City Mayor

Dan Flores, Sutter County Supervisor
Steven Kroeger, City of Yuba City
Diana Langley, City of Yuba City
Ben Moody, City of Yuba City
Angela Spain, City of Live Oak
Kevin Yount, Caltrans District 3

Meeting Summary: SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Cap and Trade Funding

- For the new Cap and Trade program we can't don't have projects that show reductions in greenhouse gas emissions so we are out of that funding opportunity.
- We have a need to step out of the socio-economic constraints we find ourselves in, but we don't have the ability to get money.
- It seems like we are ten miles short of getting to the opportunity that is out there with Cap and Trade grant funding.

Theme: Air Quality

- What's the typical plan to improve and/or reduce greenhouse gas emissions?
- We are the recipients of bad air from the Bay Area, Sacramento, and the south area. The bad air settles here and is beyond our control, yet we get punished. How do we deal with that?
- The air quality monitors on top of the Sutter Buttes are picking up pollutants from other areas, and that's not indicative of what we produce.
- Living in the north area of the SACOG region, it seems like this transportation system, designed to serve work and education hubs, falls short by not including Live Oak.

Theme: Passenger Rail Service and Transit

- Have you looked at passenger rail through here? Would it have enough greenhouse gas emission reductions to make a difference?

- Could passenger rail start at Chico and tie into Sacramento with connectivity through Gridley, Live Oak, and Marysville?
- There is a great opportunity to teach people in rural areas to use transit, it is the only real option for some people to get around. People need to use transit to get to their destinations because they don't have cars.

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Rocklin City Council Meeting
February 10, 2015
3970 Rocklin Road
Rocklin, 95677

Meeting Attendees:

Dave Butler, Rocklin City Council Member
Greg Janda, Rocklin Vice Mayor
George Magnuson, Rocklin Mayor
Diana Ruslin, Rocklin City Council Member
Scott Yuill, Rocklin City Council Member
Members of the public

Meeting Summary: As part of the regularly scheduled Rocklin City Council meeting, SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Jobs and Housing

- On the jobs and housing slide you show new jobs higher than new housing—what is that number and what does that mean?
- For our jobs and housing growth, if we change our zoning, does that impact your projections?

Theme: Transportation Funding and Suburban Context

- Will the draft MTP/SCS have a budget?
- We've heard the SACOG Board is looking at new revenue streams, what are those?
- In the education field the more grant funding you secure, the more rules you are subject to and they also favor higher need communities. What are you doing for suburban communities like ours for future funding programs?
- We are concerned that new funds in the region may not be available for Rocklin, but prioritized for use in more urban areas. Can you describe what you are doing to represent the interest and needs of suburban communities for grants and other funding like Cap and Trade?

Theme: Regulatory Framework

- The public needs to understand we have a Metropolitan Planning Organization, which is required by state and federal legislation. We (Rocklin) have to thread a needle when planning for the future, it is very hard, and SACOG is a valuable partner.

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Yuba County

February 24, 2015
915 8th Street
Marysville, 95901

Meeting Attendees:

Mary Jane Griego, Yuba County Supervisor
Ricky Samayoa, Marysville City Council Member
Andy Vasquez, Jr., Yuba County Supervisor
John Nicoletti, Yuba County Supervisor
Roger Abe, Yuba County Supervisor

Randy Fletcher, Yuba County Supervisor
Robert Coe, Wheatland City Council Member
Wendy Hartman, Yuba County
Mike Lee, Yuba County
Kevin Mallen, Yuba County

Meeting Summary: SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Transportation Revenues

- Can you elaborate on the current MTP/SCS compared to just a few years ago? We are not generating as much revenue because of fuel efficient vehicles coming online. The rules are changing fast.
- Fuel prices encouraged the purchase of coaches instead of buses, coach service is very busy but there are no buses to Roseville, and only one to Wheatland. Transit here is lopsided.

Theme: Rural Context for Transportation and Land Use

- For the "acres of farmland lost to development" metric you show a significant change over time. Given how many projects and moneys are urban-centered, how do you reach such a dramatic shift?
- In the rural area competitive funding gets pulled away toward metropolitan centers. We are closer to Sacramento International Airport than many parts of Sacramento—but we aren't getting enough of the benefit.

Theme: Jobs and Housing Forecast and Planning

- When reviewing the data from the last MTP/SCS you show that Yuba County has less housing in 2012 than we did in the last plan. How did we lose housing units?
- If you look at jobs per house, Yuba County has balance; in our general plan we have expanded housing, but long term Yuba County will still be a county focused on maintaining 90 percent of its agricultural lands.

- Please explain SACOG's housing and jobs projection process, specifically how you rely on expert consultants.
- When talking long-term housing, aren't there always projects that will never get built? We (and SACOG) can't really control the market, even if we want to.

Theme: Transit Service

- Why do places like Roseville provide better transit service?
- Kaiser Hospital is on Highway 65—the Highway 65 to Wheatland corridor has residents on the edge. It would be good to explore cost-sharing transit service along that corridor.

Theme: Road Maintenance and Fix-it-First

- Can you talk about the assumptions for road maintenance and other factors for the MTP/SCS draft preferred scenario?
- The fix-it-first approach is really important when you consider roads in Yuba County.
- For the fix-it-first approach, even Sacramento County and Sacramento City are talking about this. Those areas are in the same situation. Sometimes it's hard to get rural issues addressed by urban jurisdictions, but it is happening now at SACOG.
- We need to fix our residential roads for bikes, pedestrians and cars.
- Road maintenance is a nationwide problem that is going to be here for a long time. Vehicle miles traveled from sending agricultural crops to Port of Stockton and to Nevada are creating problems.
- What do you see for Wheatland? Congestion has just moved from Placer County to Wheatland; that can't continue.

Theme: Air Quality and Regulations

- I want to suggest that air quality regulations are difficult—but important. In Yuba County we have the rice industry and levee challenges. Some time back there was a directive for a 20-year effort to stop the practice of burning rice because of the air quality issues. We (the rice farmers) made progress in the reduction and elimination of burning—more than asked and on a faster timeline. The rice industry also continues to support other environmental practices. These efforts are falling on deaf ears because we are still subject to other air quality regulations from transportation with no appreciation for what we have done for reducing emissions from agricultural operations.
- We are non-attainment, but in order to access federal funds we have to artificially create attainment zones. We have spent a lot of money to correct air quality issues, yet nobody recognizes that farmers have responded and are making changes.
- Yuba County used to have meat processing, peach packaging, and dairies but regulations squeezed them all out.

Theme: Regional Planning and Coordination

- Please talk about the partnerships SACOG has locally, regionally, and the coordination you have with other public agencies.
- The Blueprint is a land use plan and the MTP/SCS works off of those principles. When projects are within the Blueprint, there are some advantages environmentally, right?

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Folsom City Council Meeting

February 23, 2015

50 Natoma Street

Folsom, 95630

Meeting Attendees:

Kerri Howell, Folsom City Council Member

Steve Miklos, Folsom Vice Mayor

Andy Morin, Folsom Mayor

Ernie Sheldon, Folsom City Council Member

Jeff Starsky, Folsom City Council Member

Members of the public

Meeting Summary: As part of the regularly scheduled Folsom City Council meeting, SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

The city council thanked staff for a thorough presentation. The city council also reiterated they would work with Folsom city staff in reviewing the land use and transportation information contained in the Discussion Draft Preferred Scenario.

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Placer County
February 25, 2015
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, 95603

Meeting Attendees:

Scott Yuill, Rocklin City Council Member	Celia McAdam, PCTPA
Bridget Powers, Auburn City Council Member	David Melko, PCTPA
Diana Ruslin, Rocklin City Council Member	Aaron Hoyt, PCTPA
Susan Rohan, City of Roseville Vice Mayor	Kirk Uhler, Placer County Supervisor
Jim Holmes, Placer County Supervisor	Luke McNeel-Caird, PCTPA
Paul Joiner, Lincoln City Council Member	Tony Hesch, Colfax Council Member
Dave Wheeler, Loomis Town Council Member	Stan Nadar, Lincoln Council Member
Ron Treabess, PCTPA Citizen Representative	Miguel Ukovich, Loomis Town Council Member
Keith Nesbitt, Auburn City Council Member	Members of the public
Solvi Sabol, PCTPA	

Meeting Summary: As part of the regularly scheduled Placer County Transportation Planning Agency Board meeting, SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Rural Context for Transportation and Land Use

- When you are talking about the reduced impact to acres of farmland in the future, that measurement is acres per 1,000 people not acres per 1,000 households, correct?
- How do you identify farmland?
- What attention does the Farmland Mapping and Monitoring Program pay to what is being done on the land currently? Is there a distinction between land that is actively being farmed and land that is open space?
- When you identify the impact to farmland based on projected growth, is there a target threshold for conservation of farmland?

Theme: Transportation Funding

- Looking at the decline in congested vehicle miles traveled you project over time, how do you balance that with declining funding mechanisms? In Placer County we see that congestion will go up unless we get more funding for transportation projects that would help reduce congestion.

- There are assumptions that Placer County will get additional funding through a local sales tax measure.
- You also need to know what we need to do to achieve ideal goals so you can start planning for the funding needed in the future, which is the reason for planning and coordination with the MTP/SCS.

Theme: Housing

- Is the housing data in your plan derived from the general plans in the region? The housing projections look lower than the amount of housing planned in the general plans.

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**Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting**

Sacramento County
February 26, 2015
700 H Street
Sacramento, 95814

Meeting Attendees:

Steve Hansen, Sacramento City Council Member
Roberta MacGlashan, Sacramento County
Supervisor
Patrick Kennedy, Sacramento County Supervisor
Jeff Slowey, Citrus Heights City Council Member
Barbara Payne, Galt City Council Member

Mark Crews, Galt Mayor
Jason Berhmann, Galt City Manager
Sue Frost, Citrus Heights Mayor
Mark Rackovan, City of Folsom
David Miller, City of Folsom

Meeting Summary: SACOG staff presented an overview of the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, highlights from the 2012 MTP/SCS, the board adopted policy framework for the discussion draft preferred scenario, county-specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: Fix-it-First Policy Direction

- Local elected officials getting behind the Sacramento Transportation Authority “New Measure A” is very important. Focusing the “New Measure A” to support the fix-it-first direction can be very helpful. We know the current gas tax model isn't going to change, “New Measure A” is a self-help method for us.
- One major issue is how we maintain the current infrastructure, while we continue to develop in an outward pattern. We can't maintain our current system and continue to add new infrastructure.
- Does SACOG have a way to determine employment hubs and education centers that people are commuting to now? Knowing this could help focus investments for road maintenance.
- Do you have specific capital projects that have been identified for delay or removal from the project list to support the fix-it-first policy direction?
- Does SACOG's modeling account for the fact that a lot of the traffic driving through Citrus Heights is coming from outside of the community? It causes wear and tear on our roads. How can you account for that imbalance through funding and planning?

Theme: Local and Regional Transit

- I am curious about light rail prioritizing extensions from one line to another? Have you looked at comparing north and south line extensions and the land use density; has that been modeled?
- The congestion on Highway 99 and lack of viable alternatives for Elk Grove commuters is bad.
- Does SACOG have a role in expanding the Capitol Corridor to Roseville (third track)?

- The electrification of rail from here to the Bay Area will have a long-term effect on our jobs and future growth.
- Can you speak to how much money is distributed to road maintenance versus transit maintenance and operations? Can you talk about capital applied to road maintenance and transit maintenance and/or operations?
- Some cities are looking at privatizing transit. What happens to Regional Transit if cities do that?
- It could be that some privatization and/or additional transit operators would enhance regional transit service; Sacramento Regional Transit can't do it all.
- The regional transit system is really important for this region to function.
- There appears to be a lack of re-investment in transit and roads—people look at quality of trains and stations and they don't want to ride because they feel safer in their own cars. Other places are adding amenities to their transit system like Wi-fi.
- For commuter transit systems (Placer, El Dorado, Yuba, Sutter, etc.) should we have a central city layover station to better connect the commuters in, out, and around downtown Sacramento? We need to give people easier choices to use transit and other modes to commute.
- We need to figure out how we better integrate Galt and other cities into our planning processes for transit.

Theme: Infill and Planning for Higher Density

- It seems that in some areas, successful infill projects are senior focused.
- In infill areas it appears that schools are not strong enough to attract people to move in, there are a lot of factors that you can't control that affect infill development.
- Some of the greenfield areas are the best place for place-based because you have a clean slate. In built-out areas there is a lot of existing neighborhood opposition that makes infill harder.
- Currently, many of the available subsidies for development come with a lot of strings that don't result in overall benefit to the developer.
- We need help showing that 40 units per acre for transit-oriented development works in the suburbs.
- Parking requirements for higher density development are a major impediment to development. We need help accessing public funds like those in the Cap and Trade program.
- As we look at Cap and Trade funding, one constraint is that you have to show viable high-frequency transit headways. We are considering park-and-ride lot conversion. We'd build structured parking and start developing transit-oriented development around that, but we wouldn't qualify for Cap and Trade funding.

Theme: Jobs and Housing Growth

- Does the jobs figure for future growth drive the housing projections?
- If we don't think your allocations for housing growth are realistic for our city, we can work with our staff for comments, correct?
- Are there areas of controversy in the plan for market demand for housing and the planned housing stock?
- When you have new employment hubs, it should influence the future housing stock.
- Do you get input from jurisdictions on new employment in the jurisdictions? How do you get that information and reflect it in the MTP/SCS?

Theme: Local Support and Decision Making

- How do we (elected officials) help support better planning with this plan as a context for that?

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