

# Sacramento Regional Area Planning Commission



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December 17, 1980

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Members in Session:

RE: DRAFT ENERGY SHORTAGE CONTINGENCY  
PLAN

The Sacramento Regional Area Planning Commission has authorized distribution of the "Draft Energy Shortage Contingency Plan." This Draft Plan contains background information concerning past fuel shortages and makes recommendations on how to deal with future fuel shortages. A copy of the Draft Plan and Plan Summary are attached for your review and comment.

The Commission has scheduled a public hearing for May 21, 1981 and will welcome your questions or comments prior to that date or at the hearing. If you want additional copies of the Draft Plan or of the Plan Summary, please contact the Commission office. If you would like a presentation on the Plan at a future meeting or any other detailed information, please contact Paul Bisbiglia of the Commission staff at 441-5930.

## JURISDICTIONS

- City of Lincoln
- City of Roseville
- Sacramento County
- City of Sacramento
- City of Folsom
- City of Galt
- City of Isleton
- Sutter County
- City of Live Oak
- City of Yuba City
- Yolo County
- City of Davis
- City of Winters
- City of Woodland
- Yuba County
- City of Marysville
- City of Wheatland

JES:PVB:1r  
Attachments

Sincerely,

JOSEPH E. SHEEDY  
Chairman

**FILED**  
By the City Council  
Office of the City Clerk  
*referred to*  
*City Manager*  
DEC 30 1980

## SUMMARY

### PURPOSE

The purpose of Energy shortage contingency planning is to set out a course of action to provide for the basic transportation needs of people during fuel shortages. This plan achieves that purpose with a twofold approach: 1) the plan outlines short-term actions to help cope with the problems of an energy shortage; and 2) the plan presents long-term actions to help the Region avoid energy shortages in the future. This Plan will become part of the Regional Transportation Plan. Follow-up work to implement the Plan will be done during the 1980-81 Fiscal Year.

### PROBLEM ANALYSIS

Over the last two decades, the United States has developed a heavy dependence on petroleum, most of which is used for transportation. One of the main reasons for this dependence has been America's overwhelming preference for the auto over other more energy efficient forms of transportation. During commute hours, 80-85 percent of all trips are made by autos, most of which carry only one person. Greater amounts of individual travel, more and more people owning cars, and a number of other factors have led to a demand for petroleum which greatly exceeds our domestic production. The U.S. has been forced to import large amounts of foreign oil, the supply of which could be cut off by the shifting tide of foreign affairs. In 1973 and 1979, political events in foreign countries disrupted U.S. oil imports, resulting in fuel shortages.

How this country reacted to those fuel shortages may give us some insight into how we will react to fuel shortages in the future. Unfortunately, reliable information on some types of response, such as transit ridership, is not available. From the limited information that is available, we may piece together a picture of our national response to the shortage of 1973 and of our State and local responses to the shortage of 1979. Following are the salient points of each shortage.

#### 1973

- there was around a ten percent shortage of gasoline
- the price of gasoline rose 40 to 60 percent
- few commuters switched to ridesharing or transit
- people drove slower and combined trips
- people cut back on social and recreational trips

#### 1979

- there was a three to five percent shortage of gasoline
- the price of gasoline rose around five percent
- many commuters switched to ridesharing and transit
- people cut back on weekend travel

If the U.S. continues its rate of consumption of petroleum, more shortages will surely occur. Because of the long lead times required for new energy supply projects, our energy supplies through the 1980's are already largely determined.

#### BACKGROUND

As a reaction to the energy shortage of 1973-74, Congress passed the Energy Policy and Conservation Act of 1975. This Act created a coordinated national approach to energy shortage emergencies. It was followed-up by the Emergency Energy Conservation Act of 1979, which mandated federal and state plans to achieve fuel conservation goals on a month-to-month basis. If state plans are not effective, the federal government may impose conservation measures ranging from public information services all the way to gas rationing. As part of the State Plan, the Energy Commission will be relying on the major councils of government in the state (e.g., SRAPC) to furnish actions for Regions. Federal policies regarding energy conservation and emergency shortages have come down through the Federal Highway Administration, the Urban Mass Transportation Administration, and the Department of Energy.

The energy shortages of 1973 and 1979 brought about the creation of two major state programs. One is the state ridesharing program which encourages people to join in car-pools and vanpools. The other is the State fuel allocation program which dispenses fuel to hardship cases. Both of these programs would function to ease the problems of an energy shortage in the Region.

#### POLICY AND ACTION PLAN

Recommendations of the Plan are tied to two main categories: planning stages and major actors. Planning stages are constructs which tell when to implement certain parts of the Plan. There are five planning stages. The Pre-Emergency Stage is the time between energy shortages, when preparations are made to deal with the impacts of the next shortage. Stage 1 occurs when there are signs that a shortage is on the way. Stage 2 occurs when the first effects of a shortage are present (similar to the shortage of 1979). Stage 3 occurs when a severe shortage has hit (similar to the shortage of 1973). The last stage, Long-Term Energy Management, does not deal with energy shortage emergencies. It is a time of energy conservation and management in transportation to achieve a reduction in demand for petroleum fuels over time, thus lessening the chance of future shortages.

Major actors are those people, agencies, and groups responsible for implementing each part of the Plan. Each major actor has responsibilities under each of the emergency stages and the pre-emergency stages. The Plan lists seven major actors: Private Citizens, Federal Government, State Government, Local Jurisdictions, Fixed Route Public Transit Operators, Sacramento Regional Area Planning Commission (SRAPC), and Major Employers.

SRAPC will be responsible for coordinating the work of each major actor and searching out funds to carry out the many projects described in the Plan.

PLAN  
IMPACTS

The implementation actions recommended in Stage 1, Stage 2, and Stage 3 have been briefly assessed. Pre-emergency and long-range measures should be assessed by the major actor responsible for each measure. These assessments should be made at some future time as various parts of the Plan are implemented.

A summary of Plan impacts is displayed on Table 1, which follows. A "yes" under the heading of "Special Funding" indicates that to implement the measure would require funds not currently available in the annual budget of the major actor. Impacts under "Energy Saved" and "Emissions Reduced" are rated as minor, moderate or major, depending on how much is being saved or reduced. Implementation actions which save energy usually reduce emissions, because most actions are designed to cut back on driving. Positive social costs are improvements in the quality of life, e.g., more convenient bus service. Negative social costs are lowering the quality of life, e.g., having people change their schedules or routines, or placing an unfair burden on a particular social or economic group, e.g., making all government employees share rides. Positive private costs refer to decreases in consumer costs, increases in the number of jobs, and increases in the demand for goods and services. Negative private costs refer to increases in consumer costs, elimination of some jobs, e.g., layoffs, and a lowered demand for goods and services.

A question mark (?) indicates that the impacts depend on how the implementation action is carried out. And a plus and minus together (+-) indicate the implementation action will have both positive and negative social and private impacts.

## PRIVATE CITIZENS

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Maintain vehicle fuel economy	1		Minor	Minor		+ -
Drive in a fuel efficient manner	1		Minor	Minor		+ -
Develop "personal contingency plans"	1		Minor	Minor	+	
Use communication substitutes for travel	1		Minor	Minor		
Reduce number of essential trips	2		Minor	Minor		
Reduce recreational travel	2		Minor	Minor	-	
Use more efficient modes of travel	2		Minor	Minor		+
Increase the number of people per auto trip	2		Minor	Minor	-	+
Use the more efficient vehicle if you own more than two	2		Minor	Minor		+
Schedule when and where to buy gas	2				+	+
Don't hoard gas in extra containers	3				+	

# FEDERAL GOVERNMENT

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Funding for emergency measures at State and local levels	1	Yes				
Activate emergency building temperature restriction	2		Major	Moderate	+	
Guarantee 100 percent of fuel needs to transit, agriculture and emergency services	3				+	+

# STATE GOVERNMENT

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Channel information on energy shortages to local governments	1					
Prepare for increased demand for ridesharing information	1	Yes				+
Step up marketing of ridesharing and transit	1		Minor	Minor		
Guarantee transit, agriculture and emergency services 100 percent of needed fuel	2					+
Monthly parking in State lots for carpools or vanpools only	2		Minor	Minor	-	+
Governor should make rules on dispensing gasoline	2		?	?	?	?
Use State set-aside fuel to equalize regional shortages	2				+	+
Implement the State Energy Contingency Plan for gasoline	3	Yes	Major	Major	-	-
Lower the speed limit to 50 mph	3	Yes	Major		+	+

## CITIES & COUNTIES

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Energy shortage managers should monitor supply and coordinate actions	1					
Encourage the use of communication substitutes for travel	1		Minor	Minor		
Sponsor local media campaign on alternatives to the single-occupant auto	1		?	?		
Increase police enforcement of all speed limits	1	Yes	Moderate		+	+
Allow only carpools or vanpools to park in public lots	2		Minor	Minor	-	+
Staggered work hours for employees	2		?	?	+-	+
Institute a four-day work week for some employees	2		?	?	+-	+
Institute rotating vehicle refueling days (odd/even plan)	2					
Mandate flexible or staggered work hours for employees	3		Minor	Minor	-	+
Place a surcharge on parking rates on commercial parking lots	3		Minor	Minor		-

# FIXED ROUTE PUBLIC TRANSIT OPERATORS

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Stockpile fuel	1	Yes		-	+	
Monitor ridership closely	1					
Increase transit information services	1	Yes			+	
Increase levels of service	2	Yes	Minor	Minor	+	+
Place a surcharge on travel during peak periods	2		Minor	Minor	-	-
Provide additional maintenance	2	Yes				+
Eliminate some low demand service in favor of higher demand service	3	Yes	Minor	Minor	-	
Obtain additional fuel from the State	3				+	

# SRAPC

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
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Monitor statewide conditions, coordinate local actions

1

Yes

?

?

Monitor changes in travel, vehicle occupancy and parking

2

Yes

Assist local jurisdictions and transit operators in applying for fuel from the State

3

Yes

Work with the State Energy Commission to ensure that State Transportation contingency measures are implemented fairly and in a reasonable manner

3

+

## MAJOR EMPLOYERS

Implementation Action	Stage of Emergency	Special Funding	Energy Saved	Emissions Reduced	Social Costs	Private Costs
Encourage the use of communication substitutes for travel	1		Minor	Minor		
Offer employees staggered work hours	2		Minor	Minor	+-	
Offer employee parking to carpools or vanpools only	3					
Provide company vehicles for employees who carpool	3		Minor	Minor	+-	-