



Presentation to Sacramento Transportation Authority Thursday, January 9, 2020

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“Transforming Transportation in Sacramento County”

INTRODUCTION

- SMART and SacMoves formed a broad-based coalition of business, labor, environmental, and community leaders with a common purpose: **To transform Sacramento's transportation network.**
- Thank you for adjusting the Measure A schedule to allow for greater public input on the Draft TEP.
- We support a 40-year Measure that incorporates the Policy Framework and programmatic reviews every 10 years.

VISION

- Sac County should have a seamless transportation network offering a wide range of choices.
- All County residents should have the option of living and working within walking distance or a transit stop from everything they need.

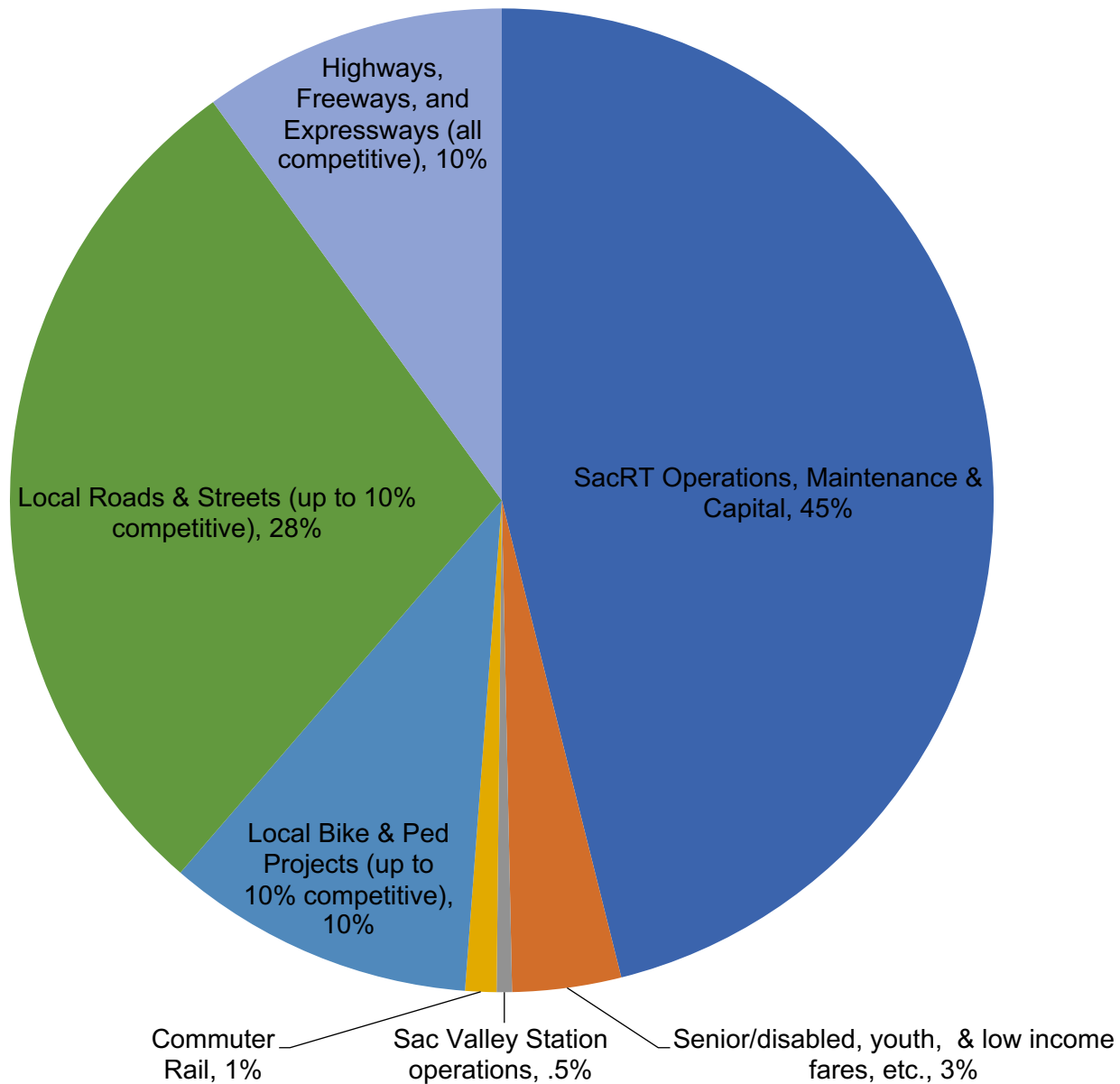
GUIDING PRINCIPLES

- **Fix it First**
- **Relieve Traffic Congestion**
- **Improve Rail and Transit**
- **Activate Our Communities**
- **Align with Regional, State and Federal Laws and Policies that Protect the Environment and Address Climate Change**
- **Protect Health and Safety**

GUIDING PRINCIPLES, CONT.

- **Build Equity and Access**
- **Commit to Growth Management**
- **Encourage Economic Opportunity**
- **Maximize Available Funding and Competitiveness**
- **Advance Performance, Technology and Innovation**
- **Guarantee Accountability, Transparency and Public Participation**

SMART PROPOSED EXPENDITURE CATEGORIES



Comparison of Proposed TEP Categories and Allocations		Staff Draft TEP	SMART Alternative
Rail and Transit Subtotal		41.5% \$3.4 Billion	50% \$4.1 Billion
Local Street/Road Repair & System Improvements Subtotal		38% \$3.1 Billion	38% \$3.1 Billion
Highways Subtotal		18% \$1,465M	10% \$800M
Air Quality		\$120M (1.5%)	\$120M (1.5%)
Administration		\$82M (1%)	\$82M (1%)

TEP Categories/Proposed Allocation in \$Millions (% of Total)	STA Draft TEP	SMART/SacMoves Alternative
Rail and Transit Subtotal	\$3,376M (41.5%)	\$4,080M (50%)
SacRT (Combined bus & rail/congestion relief, discounted fares for students, seniors, low income)	\$3,001M (37%)	\$3,675M (45%)
Senior & disabled transportation services (*in SMART/SacMoves alternative, additional \$35M for student, senior, low income fare discounts)	\$250M (3%)	*\$285M (3.5%)
Sac Valley Station and Transit Center Operations	\$40M (0.5%)	\$40M (0.5%)
Commuter Rail and Intercity Passenger Rail Matching \$	\$80M (1%)	\$80M (1%)
Local Street/Road Repair & System Improvements Subtotal (City/co shares based on population in both plans; in SMART/SacMoves alternative, *10% of total set aside for bike/ped and 10% of subtotal set aside for competitive funding)	\$3,125M (38%)	\$3,090M (38%) \$2,290M (28%) *\$800M (10%)
Highways Subtotal	\$1,465M (18%)	\$800M (10%)
Interchanges and System Access Projects	\$445M (5.4%)	(entire subcategory set aside for competitive funding)
Highway Congestion Improvement Projects	\$1,000M (12.2%)	
Regional Mobility Center	\$20M (0.2%)	
Air Quality	\$120M (1.5%)	\$120M (1.5%)
Administration	\$82M (1%)	\$82M (1%)
Total	\$8.2B (100%)	\$8.2B (100%)

ALLOCATION GUIDELINES & POLICIES

- STA should expend Measure funds in the proportions shown in Table.
- All projects must comply with proposed policies that:
 - Represent best practices from successful recent transportation sales tax measures, and
 - Ensure Sacramento's compliance with and competitiveness for state and federal funding requirements.

VMT Performance & Mitigation Policy SB 743 Implementation



Jurisdictions are now required to replace “Level of Service” determination with a multi-modal Vehicle Miles Traveled analysis

VMT analysis, compliance and mitigation will be addressed through the CEQA process.



Recommendation: STA should adopt a no-net-increase in per capita VMT, as well as an Advance Mitigation Program as part of Measure A

Growth Management Policy

The TEP should support land-use patterns within Sacramento County that make more efficient use of the existing transportation system and support infill and reinvestment in existing urban areas.

- As a condition of receipt of funding from the Measure, each jurisdiction should adopt and maintain a Growth Management Program.
- STA should not fund Projects in areas that constitute an expansion of jurisdictions beyond the County's Urban Service Boundary.

Public Transit & Rail Policy

- Public Transit First: Recipients of funding promote increased transit use
 - Reduce transit travel time, Increase transit frequency, Give transit vehicles priority
 - 30% of all trips by mass transit/pooled shared mobility by 2030; 50% by 2045
- Make transit/shared mobility accessible & affordable
 - Expand transit to low-income and underserved communities
 - Free/discounted fares for seniors, youth, veterans, low-income, disabled residents
 - Prioritize under-resourced communities for mobility hubs, 1st/last mile connections
 - Mobility strategies for suburban & rural communities
- Develop Integrated Transportation Plan
 - Provide guidance to all jurisdictions for planning, implementing seamless multi-modal transportation system
- Transit & Rail projects shall reduce/mitigate VMT and GHG

For 1% increase in peak time mode share for transit, there is a 5% decrease in congestion

Complete Streets Policy

- All roadway projects should incorporate Complete Streets principles.
- Complete Streets are streets safe for everyone to use, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- STA should develop project development guidelines, including peer review, design standards and a Complete Streets checklist.

Road Traffic Health & Safety Policy

- Eliminate roadway-related deaths and severe injuries within Sacramento County
- Individual mobility and accessibility a fundamental right of the general public
- Applies to all transportation system users
- Reduce community, societal and economic costs
- “Vision Zero” approach to transportation planning and engineering
- Safe routes to schools, libraries, parks and recreation centers for children and seniors

Taxpayer Safeguards & Public Accountability

- Existing ITOC's oversight limited to an auditor role focused on past transactions.
- Better practice from recent successful measures in California enlarges role of public oversight to include a forward-looking review that allows greater public input into decision-making process and provides governing board with policy advice in advance of major allocation and policy decisions.
- We propose a new Public Oversight Committee (POC) to fulfill this expanded accountability mission.

Questions?

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