



**Presentation to Sacramento
Transportation Authority
Thursday, January 9, 2020**

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.**
- We thank the Board for adjusting the Measure A schedule to allow for greater public input on the Draft TEP.
- Today, we will provide an overview and update of our Policy Framework that we submitted last month.

VISION

- Sac County should have a seamless transportation network offering a wide range of choices to:
 - Strengthen and diversify our economy
 - Improve air quality and reduce carbon emissions
 - Minimize single occupancy vehicle trips and reduce vehicle miles traveled
 - Improve transit, bike and pedestrian connections
 - Provide affordable access to jobs, housing, education, food, and healthcare throughout the County.
- All County residents should have the option of living and working within walking distance or a transit stop from everything they need.

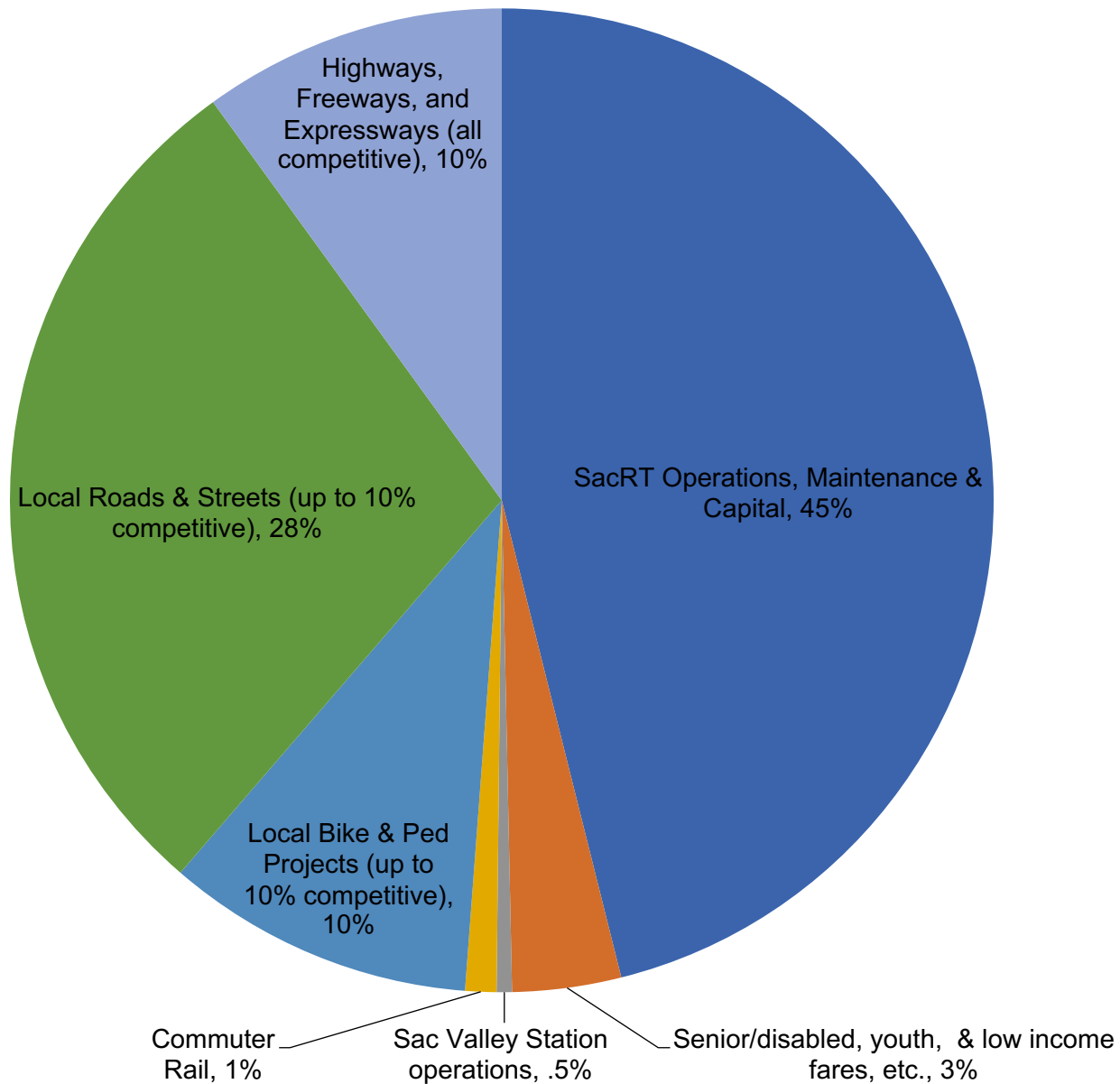
GUIDING PRINCIPLES

- **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



TEP Categories/Proposed Allocation in \$Millions (% of Total)	Staff Draft TEP	SMART Alternative
Rail and Transit Subtotal SacRT (Combined Senior Disabled, Youth Services, etc. Sac Valley Station and Transit Center Operations Commuter Rail and Intercity Passenger Rail Matching \$	\$3,376M (41.5%) \$3,001M (37%) \$250M (3%) \$40M (0.5%) \$80M (1%)	\$4,080M (50%) \$3,675M (45%) \$285M (3.5%) \$40M (0.5%) \$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 (37.5%) \$2,290M (28%) \$800M (10%)
Highways Subtotal Interchanges and System Access Projects Highway Congestion Improvement Projects Regional Mobility Center	\$1,465M (18%) \$445M (5.4%) \$1,000M (12.2%) \$20M (0.2%)	\$800M (10%) (entire subcategory set aside for competitive funding)
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 the preceding Table and Graph, and according to allocation guidelines requiring all projects to comply with adopted policies designed to ensure Sacramento's compliance with state and federal laws and competitiveness for regional, state and federal funds.
- The policies we propose represent best practices from successful recent transportation sales tax measures.

VMT Performance & Mitigation Policy

- Under SB 743 adopted in 2018, cities and counties are now required to replace the traditional auto-centric "Level of Service" Analysis with a new multi-modal Vehicle Miles Traveled-based method.
- This new requirement will be enforced through CEQA. Jurisdictions must adopt "Threshold of Significance" guidelines, as well as mitigation options for VMT.
- To position Sacramento projects better to comply with these new rules and compete for state funding, we propose adopting a no-net-increase in per capita VMT (VMT neutrality), as well as an Advance Mitigation Program.

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 and brownfield areas.
- To accomplish this goal, we propose that, as a condition of receipt of funding from the Measure, each jurisdiction adopt and maintain a Growth Management Program (GMP) that directs growth resources to existing developed areas and precludes expansion of jurisdictions beyond the County's Urban Service Boundary (USB).

Public Transit & Rail Policy

- We propose a wide range of policies and investments requiring all jurisdictions to work with transit operators to improve transit countywide and reduce commute travel times, deliver more frequent and reliable service, expand transit service areas, make more opportunities accessible without a car, and provide better connections to and from transit and rail by various modes of mobility options.
- Examples include complete streets improvements, and the integration of innovative mobility-as-a-solution tools and platforms that will enhance seamless customer access and experience.

Complete Streets Policy

- All Measure-funded roadway projects should incorporate Complete Streets principles and urban greening and low impact design in their planning, design, construction, operations, maintenance, reconstruction and rehabilitation.
- STA should develop project development guidelines, including peer review, design standards and a Complete Streets checklist, and consider each project's context and specific users to avoid unnecessary project cost inflation.

Road Traffic Health & Safety Policy

- The TEP should include a “Vision Zero” principle placing the safety of people before the movement of vehicles in transportation planning and engineering decision making, with a goal of eliminating roadway-related deaths and severe injuries within the County.
- All jurisdictions receiving Measure funding shall systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate the needs of all users of the transportation system.
- All County residents and visitors should have a fundamental right to attend school, conduct business, and visit friends and family, free from the risk of physical harm due to unsafe conditions.

Taxpayer Safeguards & Public Accountability

- The existing ITOC's oversight is limited to an auditor role focused on past transactions.
- The better practice, as evidenced by recent successful measures in California, enlarges the role of public oversight beyond audits to include a forward-looking review that allows greater public input into the decision-making process and provides the governing board with policy and programmatic advice in advance of major allocation and policy decisions
- We therefore propose a new Public Oversight Committee (POC) to fulfill this expanded accountability mission.

Questions?



SAC
MOVES



WALK. BIKE. DRIVE. RIDE.