

June 12, 2022

To: SACOG Board Members
James Corless, SACOG Executive Director

Subject: June 16 Board meeting, item 13, proposed transportation sales tax measure and possible side agreement



Sacramento Transit Advocates and Riders (STAR) understands that efforts are underway to develop a side agreement with the transportation sales tax measure proponents that would attempt to mitigate, to some degree, the negative greenhouse gas emissions/vehicle miles traveled (GHG/VMT) impacts of the Capital Southeast Connector. Other capacity expansion projects in the measure would have additional GHG/VMT impacts. Transit, walking and bicycling are beneficial modes of travel, and should not serve as mitigation for motor vehicle impacts. Even with mitigation, the land use impact of inducing greenfield development rather than infill, would remain. A side agreement with proponents would not be legally binding on Sacramento Transportation Authority, which would administer the transportation sales tax if voters approved it. We remain opposed.

Sacramento Transit Advocates and Riders (STAR) is **opposed** to the proposed transportation sales tax measure for the November 2022 ballot.

1. The proposed measure was developed without public engagement by a private group called A Committee for a Better Sacramento, and is sponsored primarily by greenfield developers who will benefit from the traffic-inducing Capital Southeast Connector.
2. The measure allocates only 28% of funds to transit. STAR demands that any funding mechanism bring transit to 1/2 cent of sales tax, or equivalent, which is the minimum for a functional transit system. The proposed measure would bring transit to less than 1/3 cent. STAR considers first mile/last mile enhancements for safe walking and bicycling as part of transit expenditures. STAR believes transit agencies must have reasonable flexibility to allocate funds between operations and capital.
3. The measure imposes performance standards on transit and SacRT that are not imposed on other modes and agencies. The only performance measures on highways and roads are fix-it-first for five years of the 40 year measure.
4. The measure proposes a 1970s model of transportation in 2022, and locks in that regressive model for 40 years.
5. The measure emphasizes expanded capacity for roads, freeways and interchanges, ensuring a transportation system dominated by cars, and directly competing against transit. The Capital Southeast Connector freeway project will induce traffic and induce sprawl.
6. The measure does not address reduction of vehicle miles traveled and greenhouse gas emissions (VMT/GHG), and in fact removed language from the draft 2020 measure to address climate change.
7. The measure does not address equity, and does not allocate funds to undoing the harms of past transportation decisions and projects.

STAR understands that our opposition to this measure obligates us to work with partners to develop a better sales tax measure or other funding mechanism that supports transit and active transportation,

addresses equity, and reduces VMT/GHG. Without funding to match currently available federal and state grants, SacRT may be unable to extend light rail and enhance bus service.

Sincerely,

Dan Allison

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