



November 27, 2020

Re: STA December 10, 2020 Agenda - Decennial Review of Measure A Transportation Expenditure Plan

Chair Suen and Members of the Sacramento Transportation Authority (STA) Board,

On behalf of Sacramento Metro Advocates for Rail and Transit (SMART) and SacMoves, we submit these comments on the Decennial Review of STA's Measure A Transportation Expenditure Plan.

As you know, our broad-based coalition of business, labor, and community groups has consistently advocated for a balanced expenditure plan that will help: (1) achieve our region's vision of a seamless transportation network offering a wide range of accessible, affordable, and efficient transportation choices, coupled with safer neighborhoods and a stronger economy; (2) conform to federal air quality and state GHG reduction mandates; and (3) compete for state and federal matching funds to build projects of lasting value for our county.

Although the pandemic prevented the 2020 new Measure A from reaching the ballot, we believe that there were some important lessons learned during the process. In particular, that process resulted in an emerging consensus on the importance of building complete streets that provide safe travel for all modes, including pedestrians and bicyclists. This consensus was reflected in the SMART/Sac Moves Policy Framework submitted in December 2019, as well as the draft 2020 ordinance's Guiding Principles adopted by the STA Board this past spring. Likewise, a board and stakeholder consensus was reflected in STA's adoption of the principle that the expenditure plan should "improve air quality, reduce greenhouse gas emissions, and support local and state climate action goals."

The adoption of changes to the existing Measure A transportation expenditure plan (TEP) as part of this Decennial Review should reflect these important guiding principles and policies.

We would like to highlight three specific areas of opportunity for STA as part of this Decennial Review:

1. There is an opportunity for Measure A-funded projects to incorporate complete street elements, active transportation, and multimodal infrastructure in a more systematic way.
2. There is an opportunity for Sacramento County projects to compete better for state and federal discretionary funds if STA and its member jurisdictions choose to place greater emphasis on meeting Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emission targets and mitigation measures set by the state for our region pursuant to SB 375 and SB 743.
3. STA can build upon the staff work behind draft 2020 Ordinance Section IX.D to further develop the framework for an Advanced Mitigation Program (AMP) and to make the AMP eligible for funding under the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) and other sources of funding. Senate Bill (SB) 1 (2017) created the AMP to enhance opportunities for CalTrans to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes by mitigating the effects of transportation projects. STA's AMP would complement SB 1's advanced mitigation program. We note that Measure A specifically authorized an AMP program; however, no one has utilized that authority yet.

In conclusion, we urge the Board to apply the 2020 TEP ordinance's Guiding Principles adopted by the STA Board this past spring and SMART/Sac Moves Policy Framework to your Decennial Review, in particular, the principle that the TEP should "improve air quality, reduce greenhouse gas emissions, and support local and state climate action goals."

Following these principles would better incorporate complete streets elements, active transportation, and multimodal infrastructure into Measure-A funded projects and programs, and put Sacramento County in a better position to comply with state and federal air quality, transportation, and climate change mandates and compete for state and federal funds, as well as private investment and jobs for our county.

On a personal note, we wish outgoing Executive Director Will Kempton a happy retirement and thank him for his many years of public service, including his most recent stint guiding STA through the Measure A transportation expenditure plan process over the past couple of years. Mr. Kempton's steady hand helped all of the stakeholders navigate a challenging process.

On behalf of all of our coalition members, we welcome incoming Executive Director Sabrina Drago and look forward to working with her and the STA Board in the future.

Yours truly,

Steve Cohn, President, Breathe Sacramento Board and former Sacramento City Councilmember

Roger Dickinson, Former State Assembly member and Sacramento County Supervisor

Angela Hearing

Anne Stausboll, Former Chair, Mayors' Climate Change Commission

Barbara Leary, Chair, Sierra Club Sacramento Group

Barbara Stanton, Director, RiderShip for the Masses

Betsy Weiland

Chris Holm, Walk Sacramento Project Manager

Corey Brown

Deb Banks, Executive Director, Sacramento Area Bicycle Advocates

Doug Thompson

Dyane Osorio, Director, Sierra Club Mother Lode Chapter

Emel Wadhvani, Midtown Sacramento Board member

Glenda Marsh, SMART Co-founder

Glenn Jackson Jr.

Kiara Reed, Executive Director, WalkSacramento

Mackenzie Weiser, Sacramento Splash CEO and former Commissioner, MCCC

Matthew Baker

Ralph Propper, President, Environmental Council of Sacramento

Russ Henly

Sue Teranishi, Board member, SABA and Breathe Sacramento