

## November SacMoves Agenda

November 18, 2022

**Attendance:** Dan Allison, Deb Banks, Chris Brown, Steve Cohn, Benjamin Etgen, John Deeter, Gregg Fishman, Chris Flores, Lynne Goldsmith, Nicole Grady, Angela E. Herring, Susan Herre, Alison MacLeod, Glenda Marsh, David Moore, Ralph Propper, Adrian Rehn, Barbara Stanton, Anne Stausboll, Jeffery Tardaguila, Sue Teranishi, Emel Wadhvani

**Next meeting:** Our December 16<sup>th</sup> meeting has been canceled and our next meeting will be on **January 20<sup>th</sup> at 10am**

### Minutes:

- Measure A impacts and other election outcomes:
  - Anne Stausboll: Results should be out today. Lessons learned: Alliance with taxpayer folks and coordinating on messaging was critical. Worked very closely with the press, who were strong in their messaging and exposing lies that came at the end. Thirdly the coalition worked very hard and creatively on a small budget. It failed larger than we could have dreamed of. Time to start looking at a better measure?
  - Deb Banks: Incredible long shot. The Bee's articles and working with Taxpayers' Association was very helpful. We know SacRT would have gotten a lot of money, but I really feel like it was the wrong measure. We need to write a better measure that brings Bi-Ped and SacRT to the table. The county map showing how residents voted on this measure was interesting.
  - Dan Allison: Important to come up with a good plan involving the community that's reasonably funded. Is SacMoves that leader? Is the regressive sales tax appropriate?
  - Gregg Fishman: Just began at RT as communications officer. From RT standpoint, we need additional funding for the community.
  - Chris Brown: We could advocate for additional funding through educational posts and podcasts on the subject. The Measure didn't do enough to address climate change or equity. A lot of energy for renewed focus for climate change inequity. In 2014, they did a sales tax, but it was not the measure they were looking for; didn't do enough for biking and transit. Voters do not want a 1-cent sales tax increase.
  - Barbara Stanton: Do not need a lot of money, just people passionate about this.
  - Susan Herre: Map extremely interesting. People appreciated potential for better service and better roads. Those on the outside had to be voting on a no more tax type basis. A better analysis should be done. Should put together something for 2024. Important to help SacRT and the county to get money.
  - Sue Teranishi: Spent some time passing out flyers at events and neighborhood. My feeling that biggest reason people were against it was because of not wanting to pay more money through a new half-cent sales tax. We want SacRT to come up with some more money, but need a better measure and equitable ways to get funding.
  - Adrian Rehn: Valley Vision did not take a stance on Measure A, but we are looking forward to a better measure. Our former CEO, Bill Mueller, wrote a letter to SACOG in

2018 to inform their MTP process detailing our Board's big 5 transportation priorities which were:

1. Addressing gridlock on I-80
2. Addressing Gridlock on I-50
3. Transit and Active Transportation Investments
4. Megaregional Connectivity and Commuter Rail
5. Sacramento Airport Connectivity

- Glenda Marsh: Voted yes because I felt like it was the opportunity for RT and that the other issues would just need to be dealt with another way, another time. Interested in speaking with a wide network to see what's possible and what we could get behind, and that would be county-wide. Those other measures that failed were ones trying to cut transit money.
- John Deeter: Was a lukewarm no
- Lynne Goldsmith: Voted no because of the growth inducing outcomes. Preparing public information on what the measure actually does is important. Want to see more money for transit. We need more comprehensive planning and funding for bicycle and pedestrian facilities too!
- Chris Brown: Half a dozen core leadership involved in "no" campaign; volunteers knocked on doors. Think there's an opportunity for a measure. Must develop a process that keeps everybody at the table. Legal in CA to develop ballot in region where you want to extend bike rail, we don't have to go for the whole county at once, we can be strategic in where we focus our attention.
- Ralph Propper: Happy it failed. The map looked similar to the 6-year ago Measure A version, but with more urban areas having more supporters. Hopefully between now and 2024, we can do what it takes.
- Emel Wadhvani: Appreciative of the No, want to make sure we have money for transit and active transportation. Economics played a huge role in the defeat of this measure. Let's discuss more whether sales tax is a good way to raise the funds.
- Angela E. Herring: Agree with all stated so far, should brainstorm success of recent campaign of volunteers and see if they're willing to share do's and don'ts for the future.
- Benjamin Etgen: Environmental and social implications didn't take a huge stand, shows we can do better. Want to see larger funds devoted to rail components on the future.
- Jeffery Tardaguila: RT convinced it was important to vote yes for this. Brochure didn't have human beings or an emphasis on public transportation. Would like to see an AdHoc committee getting started with a better measure. The map was interesting, and it will show us where is the strongest emphasis of what's needed. Want SACOG to consider funding to see what really worked.
- Steve Cohn: Been almost 3 years now that we've produced a framework for transportation in our region and specifically included an alternative measure plan as part of that. We wanted to have as much as 2/3<sup>rd</sup> of tax revenue devoted to transit and bi-ped. Our compromise in December 2019, was 50/50 between transit and roads. Of that

50%, we wanted to see a stronger emphasis on bi-ped. They did incorporate some language in this latest version, but transit shares were marked at 30%-40% and it guaranteed the southeast corridor. We met with them before they went out to gather signatures to give them a chance to put more money towards transit and not have the guarantee for southeast connector. They thought they didn't need our support and that there was more support for the southeast connector than there was transit. Towards the end, they tried to run away from the southeast connector messaging, but it was too late. We can all agree we need more transit money and make it easier to get around by bi-ped than cars. A lot of folks cannot afford cars and gas. We need to be aware of those issues when we think about what's going to work.

- Central City Mobility Project
  - More information [Here](#).
  - Deb Banks: Some one-way streets will be converted to two-way so that bikers and pedestrians can get around more easily. There is work being done around the Midtown train station for bike lanes and slower streets.
  - Steve Cohn: Valley rail talked about bikeway changes in a meeting this week.
  - Jeffery Tardaguila: 19<sup>th</sup> and 31<sup>st</sup> street. Phase 2 of Broadway. Left turn lanes coming off of J street and going onto I street made strong suggestions to come up with an alternate bike path to get through L and up through I street. Ones from 5<sup>th</sup> to I and ones from commuter from capitol corridor. Going through SB1 money, but nothing has been done for sidewalk conditions. Cutaways had no ADA compliancy. Now it will be ready in 2023.
- Steve is going to be chairing SMART this year while Deb Banks chairs SacMoves on an interim basis. Steve will still be involved in SacMoves.
- Next steps for SacMoves:
  - We could start another transportation tax measure
  - We should look at other funding opportunities. Here are a few ideas: [Value Capture for Transit Funding](#) and [Transportation Funding Ideas](#).
  - We should not involve STA or County, it should be by an independent agency
  - We go back to the original framework and specify a certain percentage to roads and make sure affordable housing is within a certain distance from major transit centers, as well as making sure there's transit available in rural areas, and dedicate most of the portions to SacRT and bi-ped.
  - There should be a lot of outreach for this. One idea Jeffery Tardaguila shared is to thank those who voted no and encourage them to give input on a better measure at a future date for a process committee meeting
  - We should discuss transit with the incoming legislatures
  - Chris Flores from SacRT heard a lot of great ideas and momentum. The current transportation sales tax measure lasts until 2039. SacRT is trying to get more rail vehicle replacements still.