

SacMoves Coalition

Vision and Investment Strategy for Sacramento County Transportation Funding

SacMoves Coalition presents this framework for investing transportation funds in Sacramento County. A transportation sales tax measure for 2026 is being considered, but these policies and strategies should guide all transportation investment.

Vision: We envision an innovative, seamless and diversified transportation system that offers a wide range of accessible, affordable and efficient mobility choices coupled with supportive land uses. Public transit services and active transportation infrastructure will be prioritized and vastly improved and expanded to reduce vehicle miles traveled and minimize single occupancy vehicle trips. All community members, particularly from marginalized communities, will have access to sustainable and affordable mobility options that facilitate positive community outcomes for public health and safety, livability and the economy. User prioritization will follow the model of the SacCity 2040 General Plan.



Needs Statement: Insufficient investment in transit, bike and pedestrian facilities, and denser, transit-oriented development have relegated alternative modes of transportation to options of last resort that are not competitive in terms of time, cost, convenience, or safety. This automobile-dependent system has resulted in ever-increasing traffic congestion, poor health outcomes, lagging private investment and economic growth, unacceptable rates of traffic fatalities, poor air quality, and climate change.

Goals:

- The Sacramento County transportation sector will be 80% zero emissions by 2030, and Carbon Zero by 2045.
- 60% of all trips will be by sustainable modes (transit/active/shared) by 2030; and 90% by 2045.
- 80% of all Sacramento residents will have access to transit or active transportation modes allowing travel anywhere in the urbanized County within 30 minutes by 2045.
- All children will have access to safe routes to school by 2030.

Benefits:

1. Reduced traffic congestion and cleaner air.
2. Better access to education, training, and job opportunities for local residents in every neighborhood.
3. A stronger local economy that attracts greater private investment and supports a diversified job base.
4. Improved traffic safety. Road fatalities are eliminated and crashes reduced.
5. Reduced personal and societal health care costs through improved air quality and increased physical activity.
6. Greater, more efficient access to jobs, housing, school, and amenities across all neighborhoods.
7. More efficient and equitable use of public funds and infrastructure investments.

Measures of Success:

1. Sacramento County has zero traffic fatalities and fewer collisions per capita than today.
2. Sacramento County achieves attainment of federal and state criteria air pollution standards.
3. Sacramento County communities see increased private investment, reflected by increase in jobs and regional gross domestic product.
4. Sacramento County receives a fair share of transportation funding.

Policies

1. Transportation Expenditure Plans (TEP):
 - a) Will align with regional, state and federal air quality, transportation and land use policies and standards, including the Governor's Office of Planning and Research's Technical Advisory on SB 743 Implementation, SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS Blueprint), Federal and State air quality targets, and the Final Report of the Mayors' Commission on Climate Change.
 - b) Shall comply with locally adopted environmental justice and equity related policies and guidelines. TEP shall demonstrate prioritization for investment benefiting marginalized communities.
 - c) Reflects transportation priorities at the time of passage, and will be updated to reflect changed situations and community priorities no less than every ten years.
 - d) Shall allocate at least 50% of funds to walking and bicycling infrastructure, and transit operations and capital.
 - e) Up to 10% of funds may be awarded to innovative projects on a competitive basis.
 - f) No funds will be allocated to freeway capacity expansion.
 - g) No funds will be allocated to support development projects that increase vehicle miles traveled (VMT).
2. In order to receive transportation funding, an agency must have:
 - a) Adopted Complete Streets Policy.
 - b) Adopted Active Transportation Plan, or equivalent, adopted or updated within the previous five years.
 - c) Adopted Safe Routes to School Plan or active Safe Routes program, or participation in a county-wide Safe Routes program.
 - d) Adopted roadway design standards that promote safety and convenience for walkers and bicyclists.
 - e) Adopted pavement management plan, adopted or updated within the previous five years.
 - f) Vision Zero Action Plans are strongly encouraged but not required.
3. Network expansion projects are only eligible for agencies that demonstrate a PCI of 70% or better on locally owned and operated roadways.
4. All road projects must be consistent with locally adopted complete streets policies.

Citizens Advisory Committee

A Citizens Advisory Committee, representative of communities across Sacramento County, will be established to guide implementation of the TEP. It will report annually, and recommend policies and investment strategies to enhance transportation expenditures. This committee will be distinct from any taxpayer oversight committee.

Investment Strategies

1. **Invest in Existing Communities:** Prioritize funding that improves local roadway conditions and expands mobility options on the County's existing transportation system. Maximize previous investment by supporting a more efficient transportation system and denser, more sustainable development along commercial and rail corridors.
 - a) Prioritize investments within existing growth boundaries.
 - b) Employ a fix-it-first model while creating more connected multi-modal systems.
 - c) Reduce barriers to transit-oriented development.
 - d) Reduce barriers to infill development that catalyzes affordable housing.
 - e) Prioritize investments along rural main streets and in improving rural mobility through rural designated funding.
 - f) Invest in the County's existing transportation network, prioritizing commercial corridors.
2. **Invest in Active Transportation:** Expand mode share for active transportation by creating safer, more connected bicycle and pedestrian networks across Sacramento County.
 - a) Expand and enhance accessibility to low-stress connected infrastructure for walking and rolling.
 - b) Increase miles of sidewalks in marginalized neighborhoods.
 - c) Invest in improving ADA conditions on the transportation systems across the county.
 - d) Increase miles of Class I multi-use paths.
 - e) Increase adoption of local Vision Zero plans, Complete Streets standards, and Active transportation master plans. Require Complete Streets and Active Transportation plan, see policies above.
3. **Invest in Transit:** Significantly increase regional transit ridership by expanding frequencies and coverage through existing transit services. Improve access to transit by closing first and last mile gaps and eliminating cost barriers.
 - a) Expand and improve transit to be more competitive with single occupancy vehicle use.
 - b) Invest in reduced transit fares for seniors and disabled persons, and free fares for students.
 - c) Increase investments in local and regional transit to reduce travel times and increase frequency.
 - d) Improve transit connections to higher education campuses and major employment centers.
 - e) Invest in upgrading and replacing existing transit buses, trains, and stations to be safer and more accessible.
 - f) Require demonstrated population density or increased property tax or commercial activity that will result from fixed route transit expansion.
4. **Invest in Health and Safety:** Eliminate roadway fatalities and improve health outcomes by creating safer streets, reducing air quality emissions, and increasing access to physical activity.
 - a) Create a regional Safe Routes to School program accessible to all schools in Sacramento County.
 - b) Invest in community programs that support transportation demand management.
 - c) Reduce traffic fatalities of all types to zero through investment in roadway safety projects
5. **Invest in Mobility Hubs:** Support community level mobility hubs that make available vehicles and devices for modal choices. Implementation will focus on multi-family housing and low income communities.

6. **Invest in Tolled Express Lanes:** Freeways shall generate the funds necessary to maintain them.
- a) New tolled express lanes will not be funded from Sacramento County transportation funds, however, tolling infrastructure and operations may be funded.
 - b) All existing HOV lanes will be converted to tolled lanes within five years. No new HOV lanes will be funded.
 - c) General purpose lanes in excess of two per direction will be converted to tolled lanes within ten years.
 - d) Tolls will be administered by the established regional agency (CARTA, Capitol Area Regional Tolling Authority) using FasTrak.
 - e) Excess revenue will fund transit operations.