

## **SacMoves Vision and Investment Strategy for Sacramento County 2026 Transportation Sales Tax Measure**

**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, shared mobility 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.

**Needs Statement:** In the Sacramento region, the majority of all greenhouse gas and harmful pollutant emissions come from the transportation sector. This is because our regional transportation network and associated land use patterns are heavily dependent on combustion engine-fueled vehicle trips to move people and goods. 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 and poor air quality. The urgency of climate change requires that we take decisive action now.

### **Goals:**

- The Sacramento County transportation sector will be 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.
- Electrify 80% of Sacramento County's transportation sector by 2030 and 100% by 2045.
- All children will have access to safe routes to schools by 2030.
- STA transportation expenditure plans 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), Federal and State air quality targets, the Final Report of the Mayors' Commission on Climate Change, and other adopted plans within the county.

**Benefits:** The benefits of investing in greater transportation choice throughout Sacramento County include:

- Reduced traffic congestion and cleaner air.
- Better access to education, training, and job opportunities for local residents in every neighborhood.
- A stronger local economy that attracts greater private investment and supports a more diversified job base.
- Improved traffic safety. Road fatalities are the exception, not the norm.
- Reduced personal and societal health care costs through improved air quality and increased physical activity.
- Greater, more efficient access to jobs, housing, school, and amenities across all neighborhoods.
- More efficient and equitable use of public funds and infrastructure investments.

**Measures of Success:**

- Sacramento County has zero traffic fatalities and fewer collisions per capita than today.
- Sacramento County achieved attainment of federal and state criteria air pollution standards.
- Sacramento County communities see increased private investment, reflected by increase in jobs and regional gross domestic product.
- Sacramento County receives a larger share of regional, state and federal transportation dollars.
- The Citizens Advisory Committee for the Measure ensures that accountable and transparent expenditures are in line with the Measure's stated goals and reported to the public annually.

**Recommended Policies and Investment Strategies**

**Policies**

- The adopted Expenditure Plan shall comply with the requirements of SB 743, including that all transportation projects funded by the measure will add no per capita vehicle miles traveled (VMT neutral), and land use projects must reduce VMT by 15%.
- All road projects must be consistent with locally adopted complete streets policies.
- The adopted Expenditure Plan shall comply with locally adopted equity and environmental justice related policies and guidelines. Expenditure Plan shall demonstrate prioritization for investment benefiting marginalized communities.
- Roadway widening and network expansion projects are only eligible should an agency be able to demonstrate a Pavement Condition Index of 70 or greater on all locally owned and operated roads.
- Implementation of the expenditure plan shall be guided by a Citizen's Advisory committee that is representative of communities across Sacramento County.

## **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.

- Prioritize investments within existing growth boundaries. Projects which induce growth in undeveloped or agricultural areas would not be funded.
- Employ a fix-it-first model (state of good repair) rather than system expansion.
- Reduce barriers to transit-oriented development.
- Reduce barriers to infill development that catalyzes affordable housing.
- Prioritize investments along rural main streets and in improving rural mobility through rural designated funding.
- 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.

- Expand and enhance accessibility to low-stress connected infrastructure for walking and rolling.
- Increase miles of sidewalks in marginalized neighborhoods.
- Invest in improving ADA conditions on the transportation systems across the county.
- Increase miles of Class I multi-use paths.
- Increase adoption of local Vision Zero plans, Complete Streets standards, and Active transportation master plans.

### **3. Invest in Transit**

Significantly increase regional transit ridership by expanding frequencies and coverage through existing transit services and new technologies. Improve access to transit by closing first and last mile gaps and eliminating cost barriers.

- Expand and improve transit and shared mobility services to be more competitive with single occupancy vehicle use.
- Invest in free or reduced transit fares for seniors, disabled persons and students.
- Increase investments in local and regional transit to reduce travel times and increase frequency.
- Improve transit connections to higher education campuses and major employment centers.
- Increase investments in passenger rail throughout the Northern California mega-region to reduce travel time and increase frequency.
- Invest in upgrading and replacing existing transit buses, trains, and stations to be safer and more accessible.

#### **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.

- Create a regional Safe Routes to School program accessible to all schools in Sacramento County.
- Invest in community programs that support transportation demand management.
- Reduce traffic fatalities of all types to zero through investment in roadway safety projects

#### **5. Invest in Electric Vehicle Technology**

Electrify the region's remaining vehicle trips by converting transit and public fleet vehicles to EVs, and invest in community charging infrastructure.

- Electrify 80% of the transportation sector including all personal and shared vehicles, and public and private fleets, by 2030 and 100% by 2045.
- Electrify the transit buses serving Sacramento County residents, including public school buses
- Invest in significantly expanding publicly accessible EV charging infrastructure with a focus on multi-family housing and low-income communities.