



**MARCH 13, 2014**

**AGENDA ITEM # 9**

**LONG-TERM VISION FOR THE EXPENDITURE OF FUNDS GENERATED BY A SUPPLEMENTAL TRANSPORTATION SALES TAX PROGRAM OR OTHER RESOURCE**

**Action Requested:** Authorize distribution of Draft 2016 Measure A Transportation Vision

**Key Staff:** Brian Williams, Executive Director

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**Recommendation**

Authorize staff to include the Draft 2016 Transportation Vision as a topic of discussion in the Measure A community outreach and public education program.

**Discussion**

In Item #8 on today's agenda, your Board will consider a revised community outreach program to: 1) highlight the accomplishments of the Measure A sales tax program; 2) educate the public on the need for additional transportation investment; and 3) assess the perspectives of community stakeholders on local transportation issues and funding. Assuming that the public can be convinced of the need for additional transportation investment, a fundamental policy question arises: *"If the STA had additional resources (sales tax or other supplemental revenue stream), how would the funds be spent?"*

Staff has prepared the **Draft 2016 Measure A Transportation Vision** (attached) to stimulate community dialog on this question. This document was first presented to your Board at a workshop in November 2013. It is the result of several months of coordination between STA staff and a committee of local transportation agency directors. The Draft Vision does not have the specificity of a Countywide Plan. It merely describes the types of expenditures that might be allowable under a supplemental transportation sales tax program along with an initial proposal on how new revenues would be allocated among and within general expenditure categories. Staff anticipates periodic adjustments to this Vision as the community outreach program proceeds and upon further review and consideration by your Board prior to any future ballot initiative.

The Draft 2016 Transportation Vision is based on several guiding principles:

- Fix city and County street and road systems by resurfacing, patching potholes, repairing or rebuilding old bridges, and generally upgrading local road infrastructure as the top priority for new funding: ***"FIX IT FIRST."***
- Provide flexibility in the authorized expenditure categories so that the local transportation agencies can determine their respective transportation expenditure priorities.
- Provide a transportation system that meets the needs of all Sacramento County residents whether or not they use a private vehicle.

- Reduce traffic congestion and make the transportation system operate more efficiently.
- Improve air quality by reducing tailpipe emissions.
- Provide sufficient funding to operate new public transit services and facilities as well as expanded transit services for seniors and persons with disabilities.
- Provide local matching funds to improve the ability of local transportation agencies to secure state and federal transportation funds.

Staff anticipates that a supplemental one-half percent transportation sales tax beginning in 2017 would generate slightly over \$3.6 billion (2016\$) over 30 years. The Draft Transportation Vision anticipates that about 19% would be allocated off the top for two regionally significant capital projects: LRT Green Line to Airport and Capital Southeast Connector. This set aside would include about \$500,000 per year for STA administration. The remaining funds would flow through a formula allocation:

• County/Cities Road Maintenance & Rehabilitation	\$1,489.0 M	51.0%
• Sacramento Regional Transit District	\$ 538.0 M	18.4%
• Elk Grove E-tran Transit	\$ 10.8 M	0.4%
• Senior & Disabled Transportation	\$ 102.2 M	3.5%
• County/Cities Capital Improvement Program	\$ 732.0 M	25.0%
• County/Cities Environmental Mitigation	\$ 50.2 M	1.7%

At today's meeting, staff seeks authorization to include the Draft Transportation Vision in the Measure A public outreach program to stimulate conversation with community stakeholders on the most effective use of potential supplemental transportation revenues. As mentioned, the proposed allocations might change as we receive public feedback and as the Transportation Vision document is reviewed by the STA Board and other local transportation policy boards.

*Attachment*