

Why ECOS is opposed to Measure A

ECOS' Executive Committee has voted to oppose [Measure A](#), the Sacramento County sales tax initiative on next month's ballot. Here are some reasons to vote NO on Measure A:

Measure A is designed to circumvent the Sacramento BLUEPRINT, California's climate targets, and federal transportation planning law. Its highway projects are not included in our region's long-range plan, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). They have not gone through any public process or analysis against accepted smart growth planning principles, goals, and laws. Why? Because these projects would not pass the test. So, the measure's proponents have skirted the process, and spent over a million dollars for a "citizens' initiative" to make us pay for projects that enable their sprawl developments.^{1 2 3 4}

Measure A is full of roadway capacity expansion projects and a new rural expressway. These projects will induce more car travel and sprawling housing development. This will pull resources from infill development, with its attendant economic revitalization, better transit access, affordable and energy efficient housing, and community enhancements.

Being anti-planning has another serious dollars and cents impact for our region. SACOG, our metropolitan planning organization, has shown that the measure's projects would cause our region to exceed federal air quality standards and greenhouse gas targets, making us unable to receive State and federal transportation and housing funds.

Measure A will mean a dismal and economically disastrous step backward; a forty-year prospect of regional decline and a worsening climate. So, can we consider and pursue other options?

We admire cities in Europe because they have many layers of development, making the character of the streets inviting, alive, and culturally valuable. In Sacramento, in most places, we are still on the first layer, and in many places that layer is dilapidated and no longer works economically -- it is ripe for another layer of development to fill in. Sacramento should take this moment in its history to flex forward, to turn away from the automobile as the primary means of getting around. This is what the climate challenge demands and what future generations will need.

Let's work together to write an initiative for 2024 that puts local transportation funding where it needs to go: locate higher capacity transit where more people live and where bus ridership is high; create new accessible public plazas and parks, connected by boulevards and promenades; and provide housing for people of all income levels within walking distance to transit, food, and

¹ <https://www.sacog.org/2004-sacramento-regional-blueprint>

² <https://leginfo.ca.gov>

- AB 1279, 2022, Muratsuchi. The California Climate Crisis Act – the state to achieve net zero GHG emissions no later than 2045.
- SB375, 2008, Steinberg -- regional transportation plans to adopt a sustainable communities strategy to achieve GHG emissions reduction goals from autos/light trucks; CARB to set regional targets for reducing GHG emissions; cities and counties are involved in the development of regional plans to achieve those targets.
- SB743, 2013, Steinberg – under CEQA, transportation impacts are measured for new projects not through level of congestion or time delay to drivers, but through the amount and distance people drive, or vehicle miles traveled.

³ 49USC5303 - Metropolitan transportation planning. <https://www.law.cornell.edu/uscode/text/49/5303>

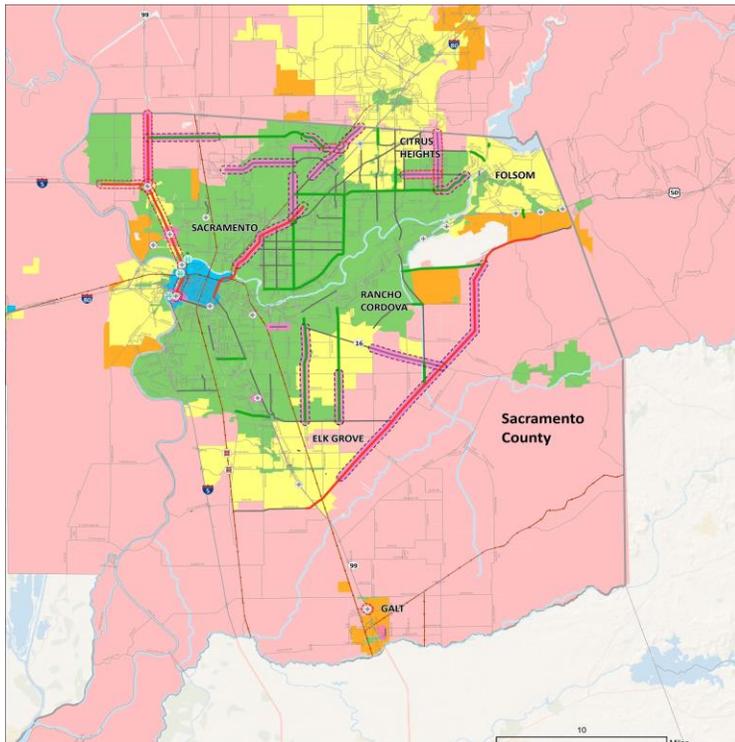
⁴ MTP/SCS is the Metropolitan Transportation Plan/Sustainable Communities Strategy, based on a future scenario for land use, transportation and housing, agreed by all jurisdictions in the region. In Sacramento, this regional long-range plan is based on the BLUEPRINT principles.

schools. And, let's show the federal and State government that Sacramento can be a reliable partner for funding by uniting around a vision.

On Thursday, the SACOG Board meeting will feature an example of coalescing behind a vision with a workshop/case study of the Salt Lake City region, Envision Utah. October 20, Agenda Item 18: <https://sacog.primegov.com/Portal/Meeting?meetingTemplateId=3358>

Below is SACOG's map of the Measure A proposed projects and their estimated effect on vehicle miles traveled (VMT.)

Please vote NO on Measure A.



Sacramento County Transportation Tax Initiative Funded Projects

Road Projects

- Highway Congestion Improvement Projects
- Local Projects of Regional Significance
- Local Street and Road Repair and Transformative System Improvements

- Interchanges
- Crossings**
- Bridge Crossing
- Rail Crossing

Transit and Rail Congestion Improvement Projects

- Light Rail
- Bus Rapid Transit
- New LRT Stations
- Bus Rapid Transit Stops

- Project Development Only in MTP/SCS
- Partial project not included in 2035 MTP/SCS
- Capacity or Transit increases from the local initiative not included in MTP

VMT per Capita

