



**AUGUST 30, 2007**

**AGENDA ITEM # 8**

**RESOLUTION OF INTENT TO PURSUE A SUPPLEMENTAL LOCAL TRANSPORTATION FUNDING PROGRAM**

**Action Requested:** Adopt attached resolution

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

---

**Recommendation**

Adopt the attached resolution of intent to pursue a supplemental local transportation funding program(s) to support bus and light rail operations and public street and road maintenance.

**Background**

Under federal law, SACOG is responsible for preparing a long-range regional transportation plan for its six-county planning area. The plan covers a minimum of 20 years, and is updated every 3 years. It must be "financially constrained" in that only those transportation projects and programs for which funding is reasonably expected to be available may be included in the plan. During 2006, SACOG conducted a series of workshops to obtain public input on regional transportation priorities. SACOG staff is transforming that input, along with assumptions on future land uses and travel demand, into the Draft *Metropolitan Transportation Plan (MTP) for 2035*.

**Discussion**

The SACOG Board has adopted a 28-year MTP revenue estimate and capital project list. The revenue estimate assumes that an additional quarter-percent transportation sales tax will be approved by Sacramento County voters in 2012 to operate several planned transit capital improvements. It also assumes that an approximately equal amount of new revenues will be generated to address the County's substantial backlog of street and road maintenance projects. Since the MTP must be "financially constrained," federal transportation officials (FTA and FHWA) are charged with reviewing the revenue estimate for "reasonableness." FHWA has stated that a 2012 Countywide sales tax and/or equivalent local transportation funding program(s) would be "reasonable to assume" if, prior to SACOG adoption of the MTP, the STA Board declared its intent to pursue such a program(s).

The attached resolution includes language acknowledging the *Regional Blueprint* and the need for improved bus and light rail services to support the land use densities envisioned therein. It also makes reference to the enormous unfunded backlog of local street and road maintenance projects in the incorporated cities and unincorporated County area. By adopting the resolution, your Board would declare its intent to pursue the funding resources required to address these needs. Such an action signals to FHWA and FTA that a significant local commitment exists to bring the affected transportation improvements to fruition. That, in turn, will facilitate continued federal participation in the delivery of bus and light rail service enhancements in Sacramento County.

Short of the STA Board approving the resolution, the federal review agencies would require:

- A public opinion survey that demonstrates voter “support” for a transportation sales tax increment.  
*An 800-1000 sample phone survey of high-propensity voters with a margin of error of  $\pm 3\%$  would cost about \$60,000. Five years before a 2012 election, however, its usefulness for strategy development would be quite limited.*
- A detailed business plan for improving voter support to the  $\frac{2}{3}$  approval threshold.  
*In February 2006, your Board reviewed a 2-year work plan for preparing a supplemental transportation funding program for public vote. It includes an outreach strategy for improving voter awareness and community support along with voter opinion research to assess that progress. It could be implemented at any time.*
- Documentation of broad political support and funding for a political campaign.  
*This would require some local civic, business, and advocacy groups active in transportation policy to declare and document their support for a 2012 measure.*

Staff recommends that your Board adopt the attached resolution. Doing so does not bind your Board to support a sales tax increment or any other particular type of funding initiative. It merely declares the Board’s commitment—by 2012—to pursue additional funding resources for the enhanced transit and road maintenance services assumed in the pending MTP.

*Attachment*