



A G E N D A
(SPECIAL MEETING)

Sacramento Transportation Authority (STA)
Sacramento Abandoned Vehicle Service Authority (SAVSA)

700 H Street, Suite 1450 • Sacramento, California • 95814
(Board of Directors may participate via teleconference)

WEDNESDAY

JULY 15, 2020

1:30 PM

Members: Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Steve Miller, Don Nottoli (Vice Chair), Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen (Chair)

Alternates: Nick Avdis, Steven Detrick, Shawn Farmer, Rosanna Herber, Mike Kozlowski, Porsche Middleton, Donald Terry

The Governing Boards of the Sacramento Transportation Authority (STA) and the Sacramento Abandoned Vehicle Service Authority (SAVSA) meet concurrently.

PUBLIC COMMENT PROCEDURES

In compliance with directives of the County, State, and Centers for Disease Control and Prevention (CDC), this meeting is live stream and closed to public attendance. Meeting procedures are subject to change pursuant to guidelines related to social distancing and minimizing person-to-person contact.

Live meeting comment

72-hours prior to the meeting dial (916) 875-2500 to pre-register to make a comment telephonically during a live meeting. On the day of the meeting, registered callers will be contacted by phone and transferred to the meeting to make a comment on a specific agenda item or off-agenda item.

Written comment

- Send an email comment to BoardClerk@saccounty.net.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814.
- Written comments are distributed to members, filed in the record, and will not be read aloud.

VIEW MEETING

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.net>. There will be a rebroadcast of this meeting on Sunday at 2:00 p.m. A DVD copy is available for checkout through the County Library System seven to ten days following the meeting.

Continued on back side →

AGENDA

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MEETING MATERIAL

The on-line version of the agenda and associated material is available at <https://www.sacta.org/> (click on "Meetings"). Some documents may not be posted on-line because of size or format (maps, site plans, renderings). Contact the Clerk's Office at (916) 874-5411 to obtain copies of documents.

ACCOMMODATIONS

Requests for accommodations pursuant to the Americans with Disabilities Act (ADA) should be made with the Clerk's Office at (916) 874-5411 (voice) and CA Relay Services 711 (for the hearing impaired) or BoardClerk@saccounty.net prior to the meeting.

CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

1. Comments From The Public Regarding Matters Not On The Agenda
2. Executive Director's Report

Will Kempton

SEPARATE ITEMS

3. Consideration Of Repeal Of Ordinance No. STA 20-001 And Withdrawal Of Request To The Board of Supervisors To Place The Measure On The November Ballot ◀
4. Comments Of Authority Members

Will Kempton

All

◀ *Denotes items that require Board action*



JULY 15, 2020

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Status of Cycle 3 Local Partnership Program Applications

On behalf of the Sacramento Transportation Authority, nominations/applications for Cycle 3 of the Local Partnership Program (LPP) as approved by the Authority have been submitted to the California Transportation Commission (CTC) by the established deadlines. For the Formulaic Program, proposed allocation requests totaling \$8.79 million for nine separate project applications were submitted to the CTC on June 12, 2020, and five project nominations for the Competitive Program were submitted on June 29, 2020. Commission staff recommendations are expected in November with LPP Program adoption scheduled for December 2, 2020. Applications for the LPP are extremely detailed and staff commends the applicants and recipient agencies in Sacramento County for their efforts in providing the information required to qualify for program consideration. Also, the support of SACOG staff in reviewing project documentation and providing appropriate input in the preparation of applications was very much appreciated.

Adoption of State Budget

The State Budget was approved by the Legislature and signed by the Governor last month with only minor adjustments in California's Transportation Program. The budget includes approval of a May Revision fund estimate reducing fuel tax revenues by \$1.8 billion through 2024-25. Most of the reduction is in 2019-20 and 2020-21. Trailer Bill language was adopted to temporarily hold harmless transit operators that receive state funding dependent on performance metrics and whose ridership levels have been negatively impacted by the COVID pandemic. The language also eliminates financial penalties for non-compliance with transit funding efficiency measures in the Transportation Development Act and the State Transit Assistance Program. These changes will help remove impediments to full funding for strapped transit agencies.

Federal Transportation Issues

Activity is underway in both houses of Congress regarding authorizing legislation for the federal Transportation Program. The House Transportation and Infrastructure Committee has proposed a five-year INVEST Act which would continue current authorization levels for the upcoming federal fiscal year but provide for program increases in the next four years. Corresponding legislation on the Senate side has not moved out of committee, but the good news is that the issue is being discussed. There is also discussion around the prospect of a new federal stimulus package which could include a focus on infrastructure investment similar to the American Recovery and

Reinvestment Act approved during the "Great Recession." This would obviously provide a boost to jobs creation and the economy.

Existing Measure A Capital Improvement Program

Staff has initiated discussions with recipient agencies regarding the status of the Capital Improvement Program (CIP) for the existing Measure A Program. The CIP has been affected by reductions in revenue originally anticipated for the program and the addition of debt service obligations which were not calculated in initial program projections. There will likely be further impacts resulting from the expected hit on sales tax revenue due to COVID-19. This discussion is timely and will allow an opportunity for our partner agencies to participate in the development of a solution to respond to these issues.



JULY 15, 2020

AGENDA ITEM # 3

CONSIDERATION OF REPEAL OF ORDINANCE NO. STA 20-001 AND WITHDRAWAL OF REQUEST TO THE BOARD OF SUPERVISORS TO PLACE THE MEASURE ON THE NOVEMBER BALLOT

Action Requested: Repeal Ordinance and Approve Request to Withdraw

Key Staff: Will Kempton, Executive Director

Recommendation

Repeal Ordinance No. STA 20-001 and withdraw the original request to the Board of Supervisors for certification of the Ordinance for the November ballot.

Background Information

Late in 2018, based on persistent and growing transportation needs facing Sacramento County, political leaders, transportation professionals, and members of the general public began discussions regarding the potential for a proposed transportation sales tax measure to help meet those needs. The Sacramento Transportation Authority took a leadership role in this effort, funding outreach efforts and ultimately the development of an expenditure plan to address the County's transportation problems. On May 14, 2020, the Authority adopted Ordinance No. STA 20-001 which includes the 2020 Measure A Transportation Expenditure Plan that was developed through this effort and requested that the measure be placed on the November 2020 ballot for consideration by the voters of Sacramento County. Certification by the Board of Supervisors (BOS) is scheduled to be taken up at the July 28th meeting of that body.

Discussion

The Ordinance and the Expenditure Plan for the proposed ballot measure were finalized and approved during a very difficult time period. In late February, the impact of the coronavirus was taking hold, stay-at-home orders and other restrictions were implemented in March, the economy took a deep dive in the spring and beginning in late May, we experienced a significant amount of political unrest which continues as a result of unresolved social justice issues. Individually, these events have taken a negative toll on the overall public mood, and combined, they have contributed to an atmosphere of uncertainty today and concern for the future.

Subsequent to the action taken by the Authority at the May meeting, a privately financed poll was undertaken at the end of June by supporters of the proposed measure. Given the sum of the issues affecting public sentiment at this time, the purpose of the polling was to assess public acceptance of a large-scale infrastructure program that would improve the County's transportation system but could also help stimulate an ailing economy through this type of investment.

FM3 Research was hired to conduct the survey which was in the field between June 24th and July 1st. The results of the poll have been compiled and analyzed, and, while a majority of voters supports a proposed finance measure to address traffic congestion, improve roads and expand public transit, support falls short of the two-thirds vote necessary to secure passage of a sales tax measure. Representatives from FM3 Research will attend the Authority Meeting to present a summary of the poll which is included as an attachment. The Authority may also have additional questions for the pollster.

If, after reviewing the results and hearing from FM3 Research, the STA Board determines to go forward with the measure, no further action is needed. However, if the Board is inclined to stop the process, there are a few options:

1. Act to formally repeal the 2020 Measure A Ordinance and vote to withdraw the request to have the BOS place the measure on the ballot. A two-thirds vote of the Board would be required for both of these actions. Counsel believes this is the cleanest option both from a legal and procedural perspective.
2. Do not repeal the Ordinance, but formally withdraw the request to have the BOS place the measure on the ballot, essentially “shelving the ordinance” for future consideration. There are drawbacks to this approach:
 - a. All of the date references in the Ordinance would become moot. They would have to be amended if the STA Board were to revive the Ordinance in the future. An amendment of the Ordinance would essentially require a re-adoption of the document, even for technical updates. In addition, reopening the Ordinance would potentially result in other proposed substantive amendments and there will likely be calls from interest groups and the public for changes if any significant amount of time has passed.
 - b. Procedurally, it is unclear that the STA Board’s action “requesting” the BOS to place the measure on the ballot can be separated from the adoption of the Ordinance. Language in Section XXII of the Ordinance expressly makes this request to the BOS. Even withdrawing the separate “request” action, an argument can be made that the BOS still has to place the measure on the ballot unless the STA repeals the Ordinance.
3. Informally request that the BOS not act to place the measure on the ballot. According to Counsel, this would technically be illegal because the Board’s action is ministerial, as the Supervisors are required to place the measure on the ballot. Even if the STA declined to take legal action to compel the BOS to certify the measure, some other interest group could make a claim to do so.


After reviewing the poll results and discussions with Counsel and our public affairs consultant (Townsend, Calkin and Tapio), staff recommends Option 1 as the preferred course of action. The poll shows that the measure is not viable with the current level of support and even with a strong program of public education and outreach to boost that support, the effort may be insufficient given the changing economic and social climate. With such a challenge, efforts to raise enough resources to conduct a robust campaign to overcome the deficit in support will be difficult.

Voter sentiment in Sacramento County is consistent with public reaction in other California jurisdictions. Just last month, the Placer County Transportation Planning Agency decided to postpone its efforts for a November sales tax measure after polling local voters. The board of the

Riverside County Transportation Commission made a decision earlier this year to forego a sales tax measure in November and a transportation measure in Contra Costa County, after posting positive numbers in polls conducted last year, failed in the March primary election.

On a positive note, voters are supportive of the expenditure plan as poll respondents in five of six communities favor the projects listed in the plan for their jurisdictions. Additionally, the level of overall support during these trying times, while short of the two-thirds target, is encouraging. The County's transportation needs, including road maintenance, congestion relief, enhanced rail and transit service, safety upgrades, complete streets and bicycle and pedestrian improvements, are self-evident. Additional investment in the County's transportation system is a public necessity and the work the Authority has done in preparation for a potential November 2020 ballot measure can serve as a foundation for a similar effort if a decision is made to pursue that course in the future.

Attachment



Sacramento County Voter Support for a Transportation Sales Tax

Key Findings of a Countywide Survey

Conducted June 24-July 1, 2020



OPINION
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- 700 telephone interviews with voters likely to cast ballots in November 2020 in Sacramento County
- Interviews conducted June 24-July 1, 2020
- Interviews on landlines and cell phones
- Margin of sampling error of $\pm 3.7\%$ at the 95% confidence interval
 - $\pm 5.2\%$ for the half-sample
- Some percentages may not sum to 100% due to rounding

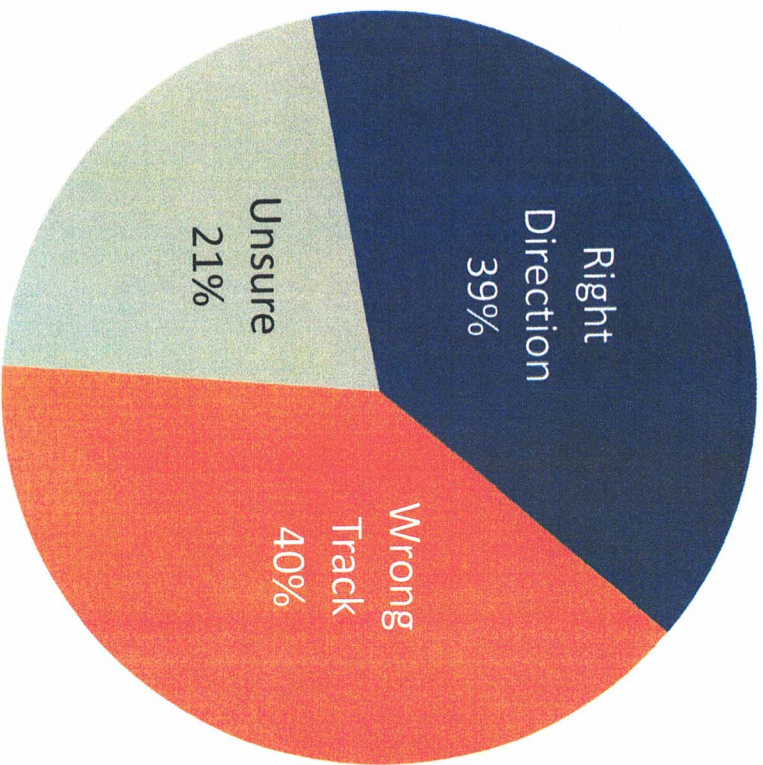
Methodology





Issue Context

Voters are divided about the direction of the Country, but optimistic about their personal financial situation.



✓ 72% of voters are confident about their personal financial situations

✓ 39% are extremely or very concerned that they or a close family member will get sick from coronavirus



Support for the Proposed Transportation Sales Tax

Ballot Language Tested

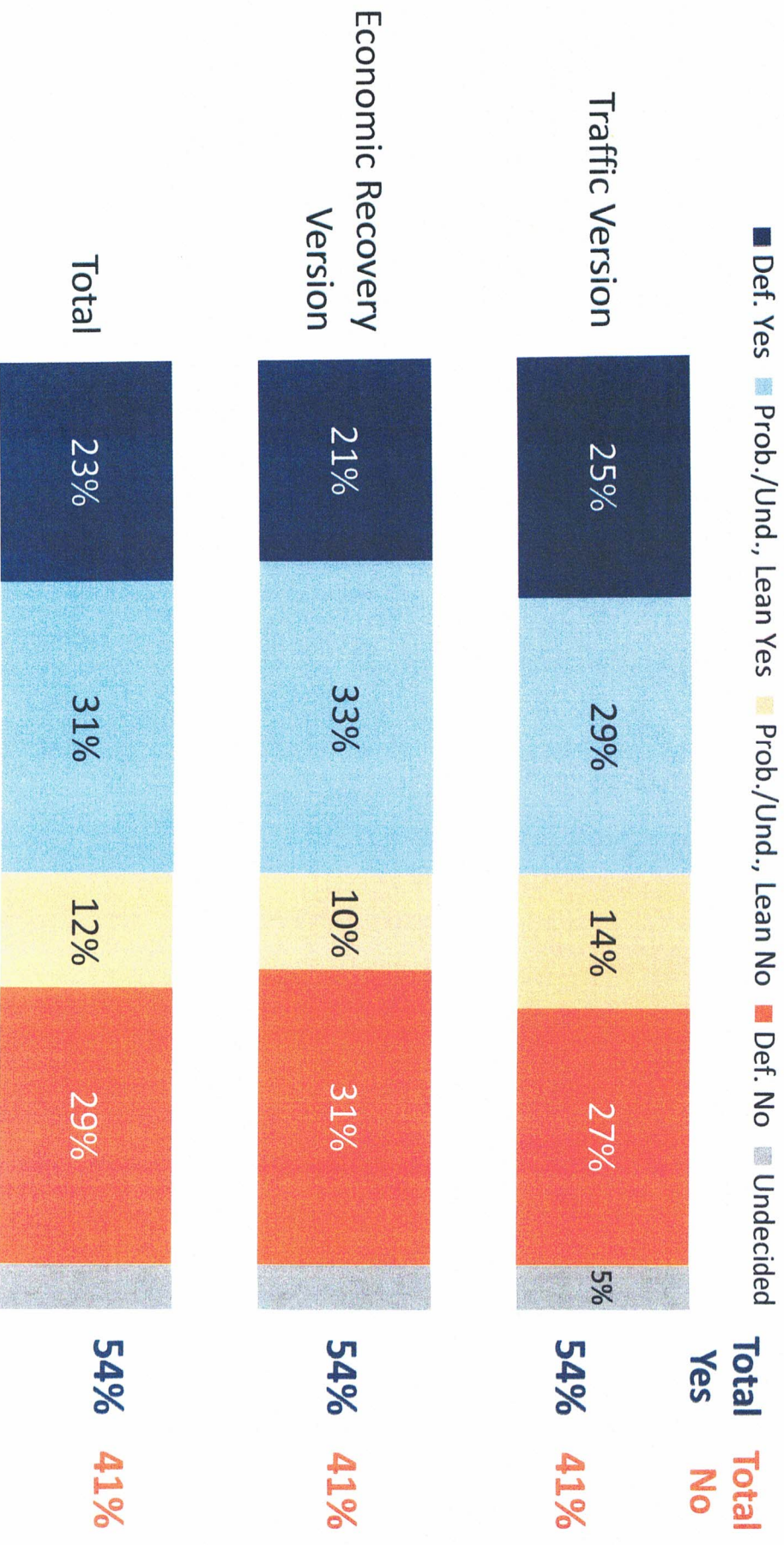
Traffic Version:

“To significantly reduce traffic congestion, eliminate bottlenecks and improve emergency response times; fix potholes and repair damaged streets; provide safe routes to school; expand affordable senior and disabled transit services; and improve air quality; shall the ordinance enacting a one-half cent sales tax for 40 years raising approximately 130 million dollars annually be adopted, with a 1% on administrative spending, required annual independent audits, and oversight by a citizens committee to guarantee funds are used as promised?”

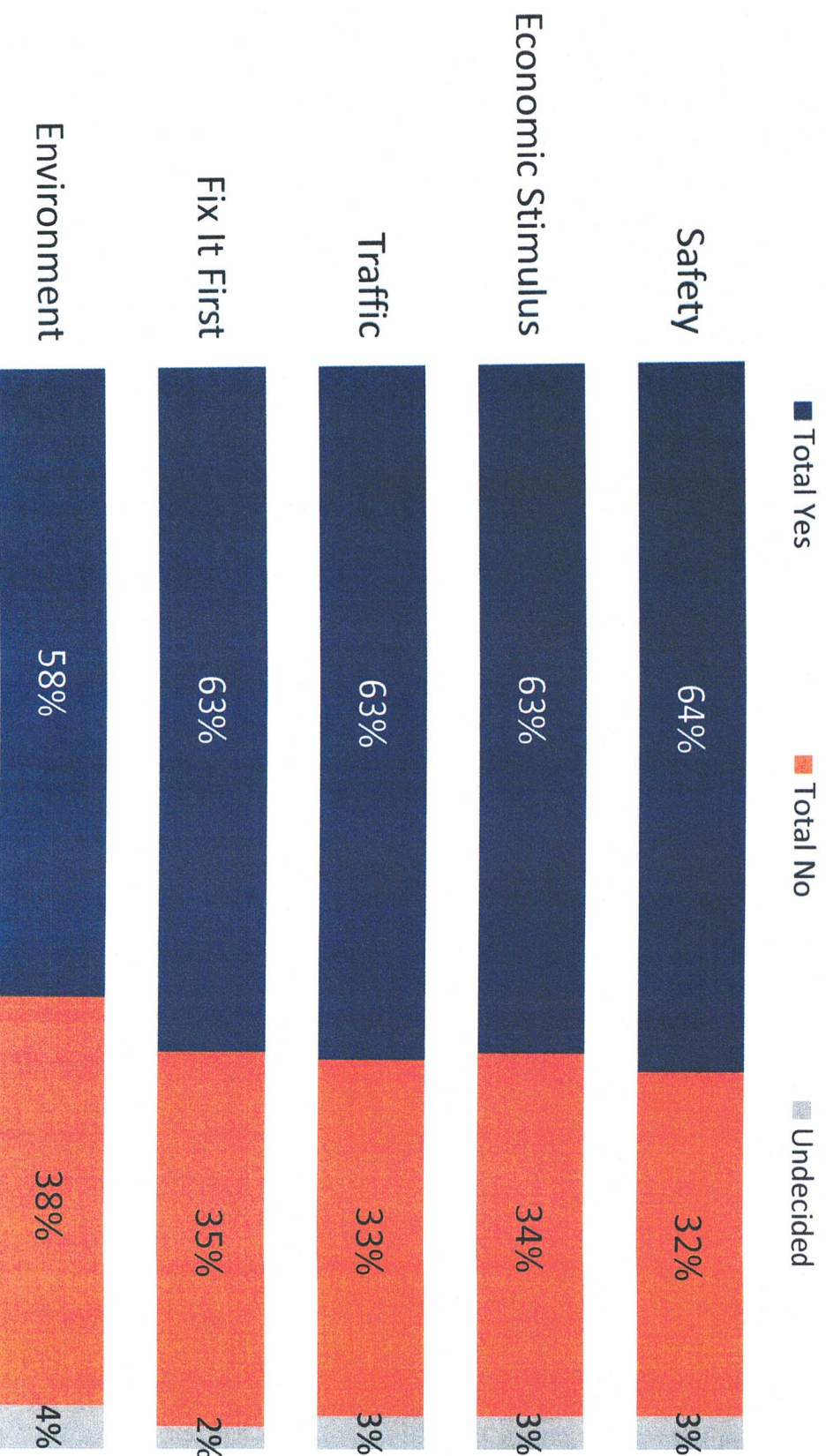
Economic Recovery Version:

“To stimulate the Sacramento economy by creating new jobs and making the County eligible for state/federal matching funds, significantly reduce traffic congestion, eliminate bottlenecks, improve emergency response times; fix potholes, and repair damaged streets; provide safe routes to school; shall the ordinance enacting a one-half cent sales tax for 40 years raising approximately 130 million dollars annually be adopted, with a 1% limit on administrative spending, required annual independent audits, and oversight by a citizens committee to guarantee funds are used as promised?”

Voters offer majority support for both versions of the measure, but short of the required two-thirds supermajority.



When asked about a number of conceptual measures, safety, economic, traffic, and repair themes all resonated similarly.



A majority of voters feels that the cost of the measure is affordable and worth the economic returns.

- ✓ **64%** say they can afford the additional \$80 per year that this sales tax will cost
- ✓ **62%** say that it is fair to pay \$80 per year to generate 3,300 jobs
- ✓ **62%** say it is fair to pay \$80 per year to generate \$200 million in state and matching funds

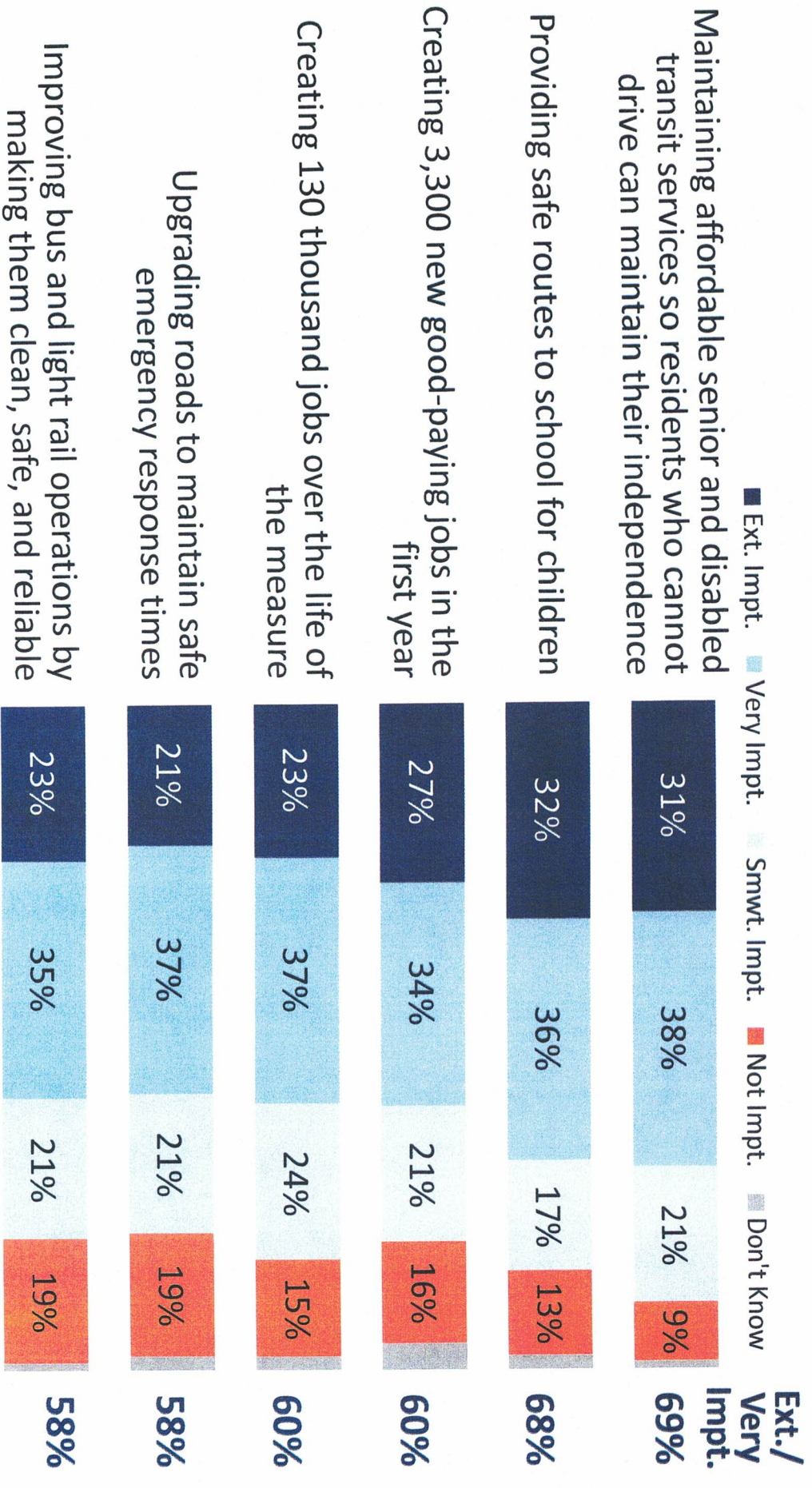
Elements of the Measure

Voters rank job creation as the most important goal of the measure.

Now I'm going to read you some different goals of this measure. Please tell me which one should be the highest priority. Which would be your second-highest priority?

Goal	First Choice	Second Choice
Creating jobs, making our community eligible for state and federal matching funds, and stimulating the local economy	32%	19%
Repairing damaged roads and highways and fixing potholes	18%	21%
Improving emergency response times	17%	16%
Improving air quality	14%	15%
Reducing traffic congestion and eliminating bottlenecks	10%	16%

The top spending priorities of the measure relate to affordable senior/disabled transit, safe routes to school for children and job creation.



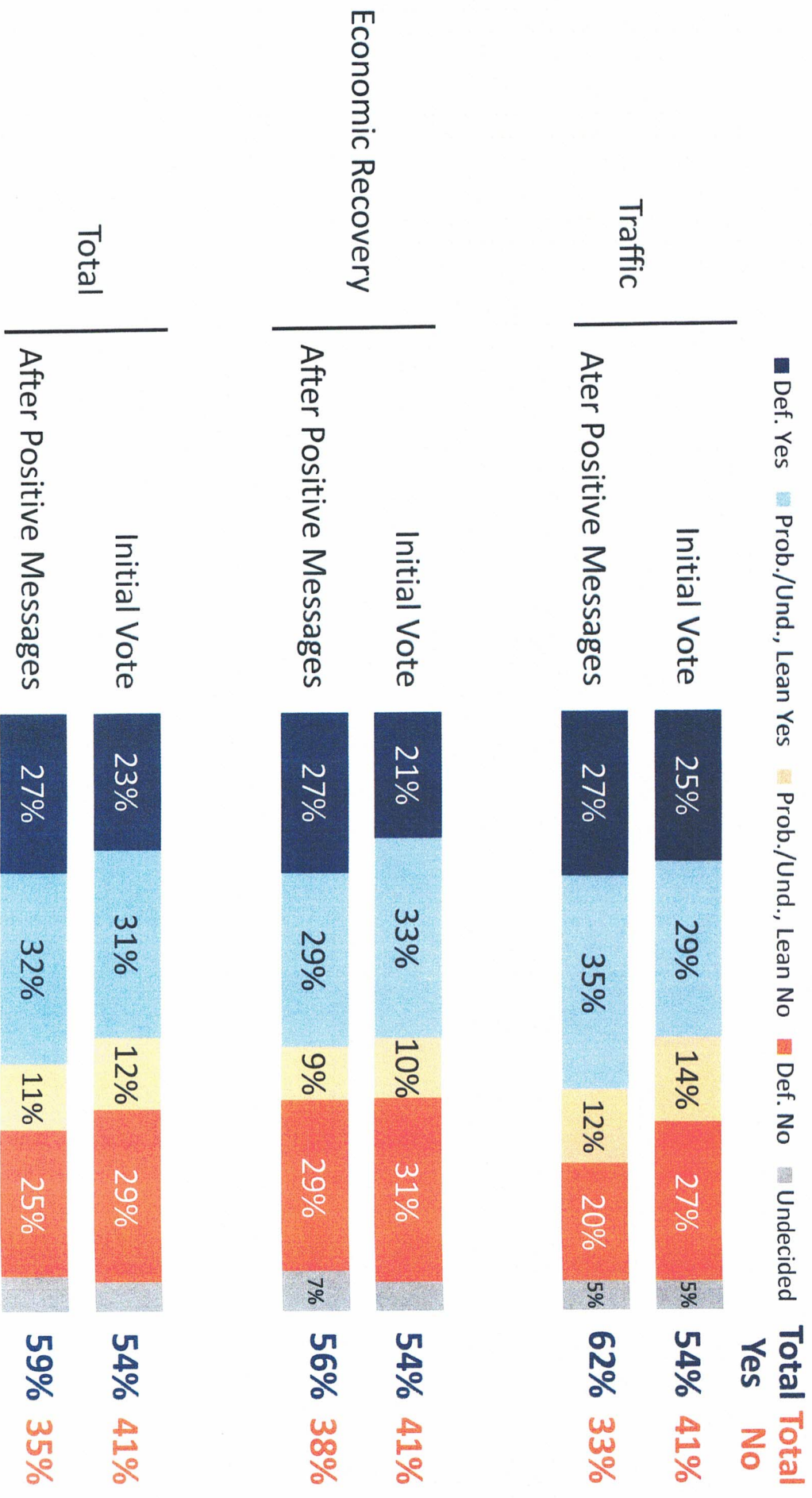
FM3

RESEARCH



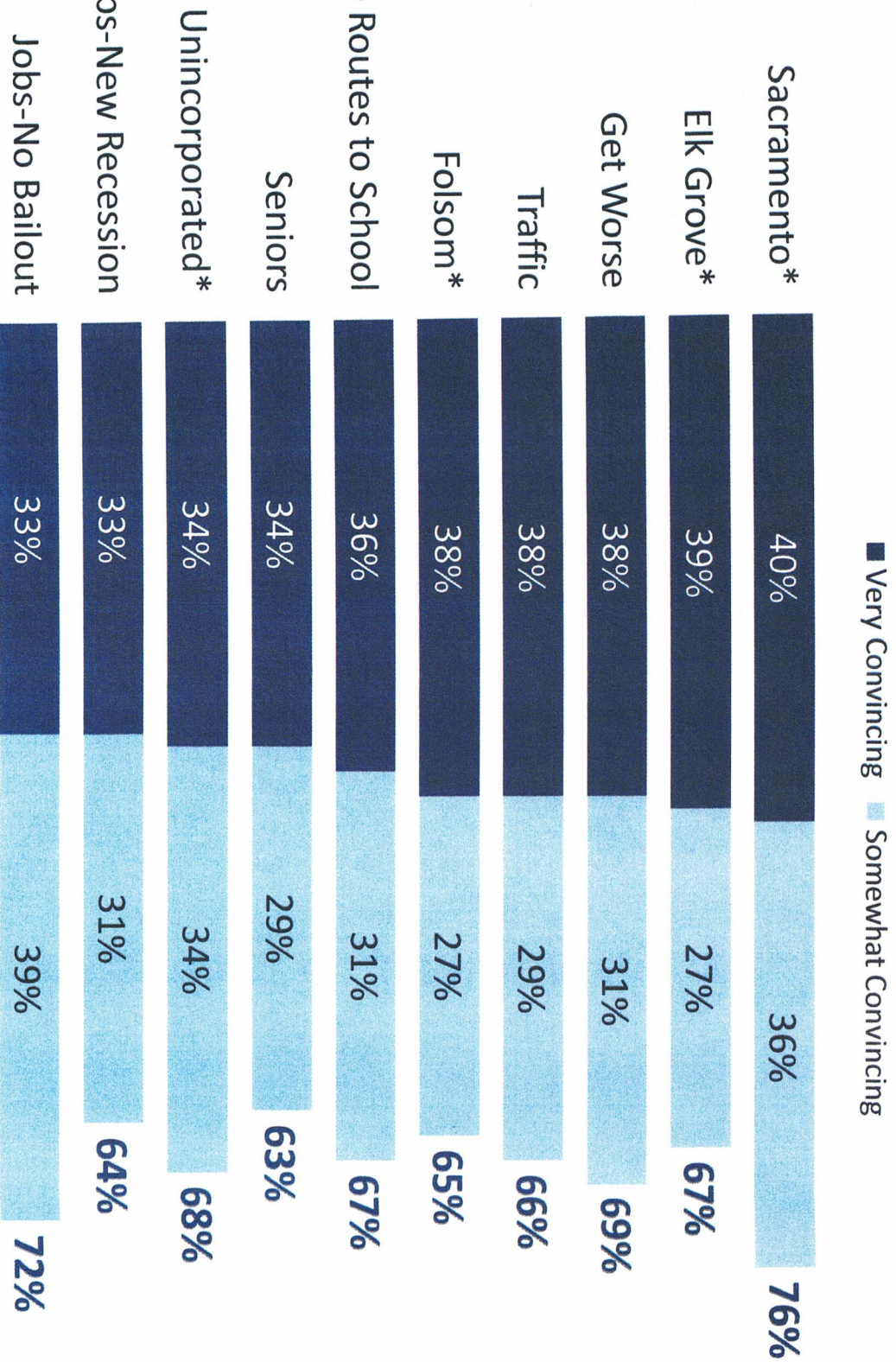
Messaging

Support grows more for the "traffic" version of the measure.

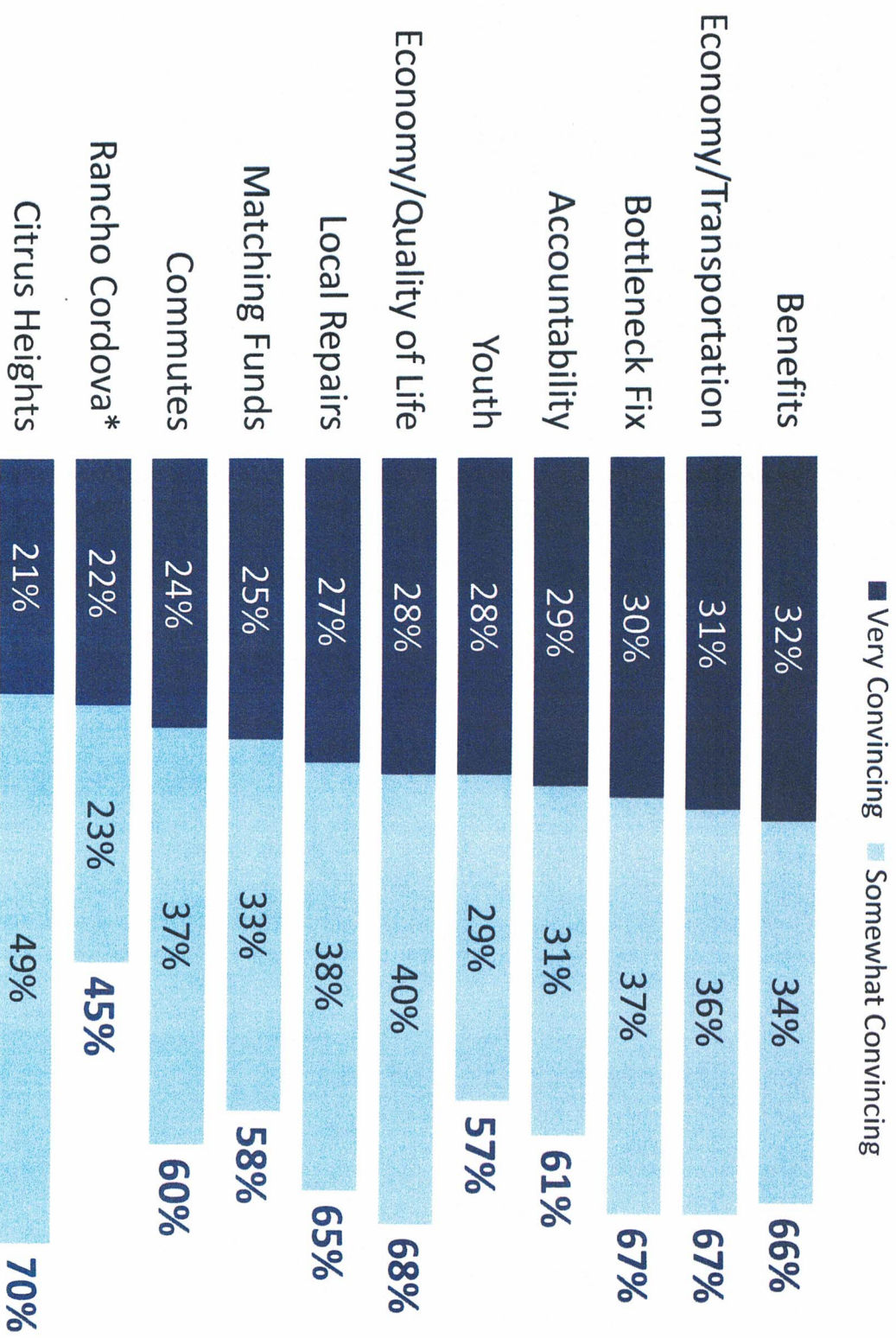


Q2 (Split C, D, E & F) & Q7 (Split C, D, E & F). If the election were held today, would you vote "yes" in favor of it, or "no" to oppose it?

The most compelling messages countrywide describe how traffic is getting worse, current congestion, and safe routes to school.



Positive Messages Continued

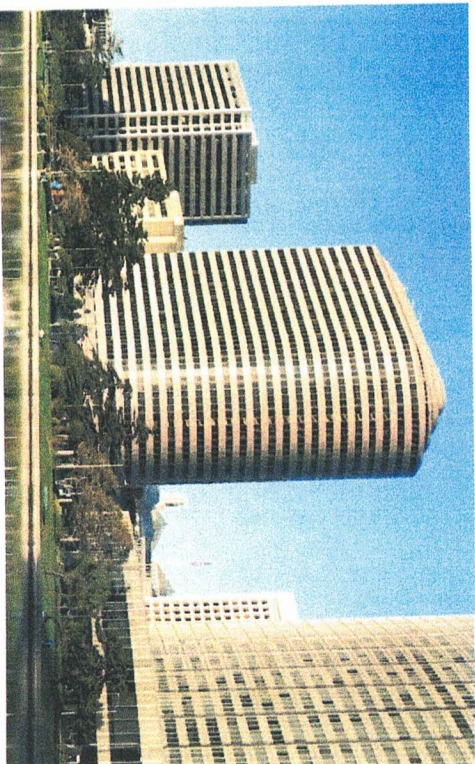


Conclusions

Conclusions

- ✓ A majority is willing to support a proposed finance measure to address traffic, improve roads, and expand public transit, but support falls short of two-thirds currently.
- ✓ Voters rate job creation and eligibility for matching funds as the top goal of the measure.
- ✓ The highest priority spending areas are maintaining affordable senior and disabled transit, providing safe routes to school for children, and creating new jobs.
- ✓ After positive messaging support does not reach two-thirds, although a traffic-focused version of the measure reaches 62%.
- ✓ The poll shows that the measure is not viable with its current level of initial support. A strong program of public education would be necessary to potentially boost support, but may be insufficient given the changing economic and social climate.
- ✓ Additionally, should any organized opposition materialize, the measure will not be viable.

For more information, contact:



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