



TRANSPORTATION

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TRANSPORTATION FUNDING AND POLICY PRIORITIES

Business Nexus

The Sacramento region's businesses run on major interstate freeways, passenger and cargo airports, freight and passenger rail lines, 43 miles of light rail, an inland port, transit systems and human service transportation programs. As a fast-growing region of 2.4 million people - larger than 15 states - the Sacramento region is critical to the national economy and has long embraced the dynamic needs for a multi-modal transportation system that balances freeway, street, rail, air, and transit to move goods, services, and people both inside the region and through it. Federal support to further strengthen the Sacramento region's goods movement infrastructure will pay dividends to foster economic growth.

Requested Action

Continue the commitment to funding all modes of transportation.

Brief Background

For the Greater Sacramento Region to fully meet our transportation challenges, a comprehensive transportation funding package is needed. As transportation technologies evolve, now more than ever, the businesses and people who depend on these resources for economic vitality expect a transportation network that includes highways, transit, human service transportation and freight and passenger rail improvements.

We support a comprehensive approach to transportation infrastructure because reliable public transportation connects workers to jobs, reduces congestion, and meets climate goals. Sacramento, Placer and Yolo counties operate expansive public and non-profit transit services serving students, seniors, and workers through a network of local and commuter bus services. A light-rail network within Sacramento County removes thousands of cars off congested roadways during commute hours. These highly utilized services connect to employment, as well as serving downtown Sacramento, Sacramento State, UC Davis, and the Sacramento International Airport. Our rural communities in El Dorado, Sutter,



and Yuba counties have popular local and commuter bus services that offer access to employment and provides lifelines to critical medical services, and local non-profits throughout the region provide critical transportation to healthcare, mental health and developmental disability programs.

Requested Action

Adopt a Transportation Authorization package and fully fund it at equal or above the authorized spending levels for FFY 2020.

Transportation Authorization

In 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act by an overwhelming bipartisan majority in the House and Senate (359-65, 83-16). Currently, Congress is considering multiple proposals to continue and strengthen the federal investment in infrastructure, including traditional transportation and broadband. States and local governments who build and maintain infrastructure, as well as the design, engineering, construction, and manufacturing businesses that create jobs, are relying on the stable funding promised by the FAST Act and continued in the new legislation.

Budget certainty is critical as agencies plan and prioritize projects. For example, projects identified for funding under programs such as the Transit New and Small Starts programs, as well as day-to-day transit operations are dependent on Congress adopting a full budget allocation and not using continuing resolutions.

Requested Action

Support efforts to research and test alternatives to the federal gas tax.

Federal Gas Tax

The federal gas tax which funds the Federal Highway Trust Fund and includes both a Mass Transit Account and Highway Account has not been increased since 1993. Over the last 25 years, inflation has greatly devalued those dollars, while the percentage of non-gasoline powered electric vehicles is rapidly increasing. The FHWA funded pilot projects in seven states to test alternative revenue ideas, and now is time for the federal government to act on a framework for all states to follow. California was a participant in these pilots and several members of the Sacramento Metro Chamber took part.

Requested Action

Support a Federal Gas Tax Increase.



Multi-Modal Transportation Funding

We support the current proposals to increase the federal gas tax for the first time since 1993. These plans would raise the federal motor vehicle fuel user fee by 5 cents per year for five years and then index the tax to inflation. California passed Senate Bill 1: The Road Repair and Accountability Act of 2017, and with the recent affirmation of this funding through Proposition 6, the six-county Capital Region is well positioned to leverage federal investments in transportation infrastructure over the next decade. For example, the Sacramento Regional Transit District received \$85 million from state funding to modernize its light rail infrastructure, and additional federal investment in the project would leverage these funds to accelerate project delivery.

We ask our federal partners to do their share by passing a comprehensive multi-modal federal transportation funding package by streamlining project delivery, and by increasing cooperation among federal agencies to reduce costs associated with projects.

Requested Action

Support priority projects which have strong local support and are critical to National economic interests.

Background

The transportation system of California's capital region depends heavily on major Interstate, highway, rail and regional transportation corridors to keep people and goods moving and to support a growing economy. The priority projects in these corridors have multi-jurisdictional support and provide regional congestion relief, goods movement, and economic development benefits. They support a balanced transportation system that integrates land use with market trends and an overall framework that provides connections between jurisdictions, maintains safety, and ensure a more efficient delivery of goods and services.