



The Climate, Clean Transportation, and Affordable Housing Act of 2024

A one-half-cent sales tax for a county-wide ballot measure in November 2024. The proposed ballot measure would generate approximately \$8.5 billion over 40 years.

1. Affordable housing and displacement prevention

Up to \$3 billion

Financial support for affordable housing is the long-term solution to the homelessness crisis and critical to ensuring residents can afford to live in the county close to jobs, schools other services. According to the region's adopted Regional Housing Needs Assessment, Sacramento County and its incorporated cities, including Sacramento, needed to produce more than 72,000 affordable housing units between 2021 and 2029. Displacement prevention is also a key strategy, as Sacramento Steps Forward reports that for every person housed, three fall into homelessness. This is one of the existential issues of our time.

a. Creation of new affordable housing on vacant or underused infill sites and along existing commercial corridors and/or transit lines.

- Permanent supportive housing aimed at getting unhoused people off the streets.
- Efficiency housing and innovative construction types such as modular homes, rooming houses, micro-units and tiny homes with a cap on gap financing of \$100,000 per unit
- Affordable homeownership opportunities for lower-income individuals and families
- Housing affordable to those with very low and extremely low incomes
- Student housing
- Workforce housing where 75 percent of the units are reserved for those with incomes at 80 percent or below of the area median income.
- Mixed income projects with subsidies limited to \$100,000 per deed-restricted unit at 80 percent or below of the area median income.



The Climate, Clean Transportation, and Affordable Housing Act of 2024

b.

Preventing displacement and homelessness

Preservation and acquisition and rehabilitation of existing housing. This could provide matching funds for Community Land Trusts that use philanthropic donations to acquire housing and preserve it as affordable.

- **Homeownership Assistance:** targeted to areas suffering from historic disinvestment. Could include mortgage assistance and homeownership support and counseling.
- **Anti-Displacement Assistance:** could include one-time rental assistance; home repair, financial counseling; etc., modeled after the City of Sacramento’s \$10 million fund to prevent displacement of residents of the Stockton Boulevard corridor due to the construction of the UC Davis Aggie Square campus.

c.

Green Means Go

Targeted transportation infrastructure investments produce some of the biggest greenhouse gas emission reductions and unlock new housing opportunities along commercial corridors and on vacant and underused parcels. SACOG’s Green Means Go Strategy encompasses 40 infill “green zones” that have been designated by every jurisdiction in Sacramento County. If significant infrastructure funding was available to invest in these areas, it could facilitate more than 60,000 housing units in areas where residents drive far less than the regional average.



WHAT IS GREEN MEANS GO?

For Green Means Go, local jurisdictions nominate Green Zones, which are areas where they will promote infill, reduce regulatory and economic barriers to infill, and support new transportation options. For Green Means Go to be most effective, the Green Zones need to be places where significant new growth is planned so that the efforts to accelerate infill, accelerate travel choice, and accelerate vehicle electrification all have potential to be complimentary strategies.

Source: SACOG.org

The Climate, Clean Transportation, and Affordable Housing Act of 2024



2. Investing in public transportation

Up to \$3 billion

Having a safe, efficient and dependable public transit system in Sacramento County is critical for improving mobility for all residents, saving people money and achieving our greenhouse gas reduction targets. An ongoing funding source will allow Regional Transit to fund operations and so increase service frequency and reliability. Even with a robust new source of revenue for public transit, however, there likely won't be enough funding to replace aging fleets, upgrade transit infrastructure, increase service frequency and reliability on existing routes and expand new services – particularly the construction of new light rail lines. Investments should be prioritized based on the expected greenhouse gas reductions they will produce, as calculated by the Sacramento Area Council of Governments.

a. High priority public transit improvements

SACOG has identified the highest priority transit investments across Sacramento County from a GHG reduction perspective in the following order:

Bus rapid transit countywide: The MTP/SCS includes multiple bus rapid transit corridors that have been identified by SacRT as strong candidates for bus rapid transit, corridor upgrades that include dedicated bus lanes, traffic signal preemption and other investments that speed up bus travel times and improve service reliability. This approach to speeding up bus service in key corridors provides multiple benefits to residents across Sacramento County with more reliable and faster trips allowing people to reduce their travel times, experience a quicker and more reliable transit trip without as many delays from traffic and congested intersections, and attracting more ridership overall to the transit network.

The Climate, Clean Transportation, and Affordable Housing Act of 2024



High priority public transit improvements (cont.)

Table 3: Proposed Bus Rapid Transit Corridors in Sacramento County

BRT Corridor identified by SacRT	Notes
Stockton/Broadway BRT	Planning work underway as a partnership among SacRT, the City of Sacramento, the County of Sacramento and STA. Project is assumed in current MTP/SCS. Stockton Blvd Mobility Project recently secured funding from SACOG.
Florin/65th St BRT	Florin portion assumed in current MTP/SCS
Watt/Fulton BRT	Watt Avenue portion assumed in current MTP/SCS
Sunrise BRT	Assumed in current MTP/SCS, requires funding
Arden BRT	Assumed in current MTP/SCS, requires funding
Truxel/North Natomas BRT	Possible first phase for a future green line light rail extension to north Natomas
Elk Grove BRT	Possible first phase for a future blue line light rail extension

Source: SACOG



Source: Visit Sacramento

Expanding service & frequency on existing transit lines: The region’s long range transportation plan (MTP/SCS) calls for significant transit service increases in the future, growing service across the SacRT system by roughly 60 percent in terms of hours of service per person, including over 90 percent on existing bus corridors. Frequency and service improvements are also planned for the light rail Gold Line to Folsom which could significantly increase ridership and attract new development around stations along the corridor. Frequency improvements can provide greater mobility to transit-dependent and car-less households, make public transit a more viable option for more people, and allow more people to rely on transit when they have more complicated travel patterns or often travel off-peak hours.

The Climate, Clean Transportation, and Affordable Housing Act of 2024



High priority public transit improvements (cont.)



A low floor light rail car produced by Siemens Mobility, Inc. - Source: Sacramento Regional Transit

Light rail fleet replacement and station renewal: While SacRT has secured some crucial funding for low floor station conversions and vehicle replacements for the 50+ stations and nearly 100 vehicles in SacRT’s existing system, the majority of light rail vehicles are now over 25 years old and in need of replacement. The low floor conversion has efficiency and attractiveness benefits to all transit riders, and is particularly important for those with mobility challenges. Focusing on modernizing the existing system could result in a significant increase in ridership.

Regional (Intercounty) Transit Network/ express bus services:

SACOG has been working with SacRT and transit agencies throughout the greater Sacramento region to identify key corridors as part of a new Regional Transit Network based off both current and future demand for trips that often occur between counties. These services would benefit Sacramento County residents because they would provide critical connections to jobs across county lines, increase the ability of people to access services such as regional health care centers in neighboring counties, and reduce the cost of transportation for low-income residents. A Sacramento County transportation-housing revenue measure could fund the portion of these intercounty services that would have a benefit for Sacramento County residents.



The Climate, Clean Transportation, and Affordable Housing Act of 2024

3. Safe streets and active transportation

Up to \$3 billion

Safe Streets and Active Transportation (Bicycle & Pedestrian)

Investments: The need to repair streets and roads across Sacramento County is well known and widely documented. Most of these investments will include complete streets features with upgraded and ADA-compliant sidewalks, protected bike lanes, signals and crosswalks. These investments have significant benefit to Sacramento County residents because they provide safety for pedestrians, bicyclists and wheelchair users, which in turn encourages more people to use ‘active modes’ of transportation.

a. Fixing the roads and active transportation

According to SACOG, investments in safer streets for all transportation modes, and specifically dedicated infrastructure for pedestrians, wheelchair users, and bicyclists, particularly in lower-income neighborhoods and communities of color, is critical to sustaining and growing a significant share of trips taken by active transportation both countywide and across the greater Sacramento region. These types of infrastructure improvements are critical because while there is strong demand for safer streets, jurisdictions in the Sacramento region have some of the highest fatality rates among more vulnerable users of the street network, with recent data showing significant disparities by race and ethnicity particularly among Black populations. Given how widely understood this problem is, there has been a lot of planning by local government agencies for investments in safer streets and active transportation, including ‘vision zero’ planning by the City of Sacramento, a countywide ADA transition plan, an active transportation plan for unincorporated Sacramento County, and a recently completed regional trails plan for the greater six county Sacramento region, including Sacramento County.



The Climate, Clean Transportation, and Affordable Housing Act of 2024

Fixing the roads and active transportation (cont.)

The recently completed regional trails plan envisions 249 miles of new paved trails in every jurisdiction across Sacramento County that when built will mean that an additional 250,000 county residents would live within a half mile of the trail network. The regional trail network – developed over a three-year planning process with the input of every jurisdiction in Sacramento County along with several special districts – identifies 190 miles of planned trails and 59 miles of study corridors to bolster the existing 139 miles of trail within the county and could have a significant influence on shifting trips towards active transportation and thus reducing GHG emissions.



The Del Rio Trail will be a new active transportation link from South Sacramento to downtown.
Source: Mayor's Office of Community Engagement

b.

Innovative mobility

While traditional infrastructure investments were defined in terms of roads and public transit, there is a growing new suite of innovative approaches to make existing roads and transit more efficient for users, reduce the demand for driving alone, and provide pollution free forms of mobility such as carsharing, bikesharing, carpooling, vanpooling, microtransit and additional transportation demand management (TDM) and Intelligent Transportation System (ITS) strategies.



The Climate, Clean Transportation, and Affordable Housing Act of 2024

Innovative mobility (cont.)

These strategies have significant benefit to Sacramento County residents because they reduce the need for auto ownership and provide more flexible and affordable transportation options that can provide a more reliable connection to jobs and services for people living in more suburban areas where frequent bus service isn't as readily available.



Source: Sacramento City Express

While these innovative programs are already available in some communities in Sacramento County, they are just beginning to take hold and shape travel behavior. As such, the region and Sacramento County have not started to see the wider scale benefits – both in terms of efficiency

as well as GHG reductions – that could come with more widespread deployment of these programs. That said, future revenue from a countywide tax measure could be a critical source of flexible funding to bring many of these initiatives to scale.

There's an increasing interest in bikeshare systems among numerous jurisdictions across Sacramento County but the current experience with bikeshare in the City of Sacramento points to the need for ongoing subsidies, even in public-private operating models. Other innovative programs – such as electric carshare programs and the concept of 'mobility hubs' that offer a broad variety of innovative mobility options in one location such as a transit station – are being piloted by agencies like the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Sacramento Municipal Utility District (SMUD) and could be expanded countywide with a flexible source of operating funding provided by a future transportation funding measure.



The Climate, Clean Transportation, and Affordable Housing Act of 2024

Innovative mobility (cont.)



Source: City of Sacramento

Many of these initiatives are also captured in the recently released Zero Emission Vehicle Deployment Strategy, a coordinated investment plan developed by SMUD, SMAQMD, SacRT and SACOG to position the region to be competitive for state and federal grants for innovative mobility programs and zero emission vehicle infrastructure. A stable source of local flexible funding in a future countywide transportation measure would make the county far more competitive for these grants that could help build a greener and more sustainable suite of transportation and mobility programs countywide.



Rendering of Sacramento Valley Station as a future mobility hub connecting the regional transportation systems. Source: Sacramento City Express

The Climate, Clean Transportation, and Affordable Housing Act of 2024



4. Additional climate expenditures

To the City of Sacramento, resources to implement the goal of achieving a baseline tree canopy of 25 percent by 2030 and 35 percent by 2045.

To Sacramento County, resources for the preservation, maintenance and safety of the American River Parkway.

To Sacramento County, resources to support regional economic development activities that will create jobs in the clean energy and mobility sectors.

To the Sacramento Air Quality Management District, resources for the implementation of priority programs and projects.

