

Midtown Neighborhood Association

Email: info@midtownsac.org • Phone: 916-704-4063
P.O. Box 162555, Sacramento, CA 95816

Oak Park Neighborhood Association

Email: OPNA@OakParkNA.com • Phone: 916-572-6762
P.O. Box 5755, Sacramento, CA 95817

January 11, 2017

VIA EMAIL

Mr. Raymond Costantino, Senior Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Re: Transportation Development Impact Fee

Dear Mr. Costantino:

The Midtown and Oak Park neighborhood associations thank the City for considering a new \$173 million development impact fee to support the transportation needs of our growing Sacramento. We also thank the City for its progressive leadership on transportation issues, from the *Sacramento Region Blueprint* to implementing Senate Bill 375 (Steinberg, 2008). We encourage you to continue this leadership by spending 100 percent of the new transportation impact fee on biking, walking, and transit infrastructure, instead of the 20 percent currently proposed.

Goal M 1.4 of the City's General Plan requires us to reduce dependence on the private automobile, but the planned uses of the impact fee will increase this dependence by widening highways and inducing urban sprawl. Goal M 1.2 of the Plan calls for a "transportation system that supports the social, economic and environmental vision, goals, and objectives of the City," but the plan for the impact fee does not analyze any of these issues. Overall, 13 mobility goals in the City's General Plan relate to improving transit, pedestrian, and biking infrastructure, while none of the goals support car-only designs like highway widening projects. Despite this, the impact fee plan has investments based on an antiquated formula whereby 80 percent of revenue goes to highways and 20 percent of revenue goes to transit and other modes.

Biking, walking, and transit are primary modes of travel for many people, and as such, the City should no longer consider them "alternative" transportation modes. This view is privilege-centric and inconsistent with the City's goals of improving Sacramento's economy, air quality, and general quality of life. Sacramento's development patterns in the 21st Century will have to be less car-centric, and the transportation impact fee, which will exist indefinitely, should prepare Sacramento for a future in which high shares of people walk, bike, and take transit to get around.

After three public meetings, outreach to our membership and City staff, and conversations with other community organizations in Sacramento, we ask you to remove all car-centric projects, like highway widenings, from the list of projects and invest 100 percent of the transportation impact fees into bicycle, walking, and transit infrastructure. During the City's November 7, 2016, Vision Zero Task Force meeting, guiding principles from Los Angeles and Portland were given as examples. Portland's is to "address the disproportionate burden of traffic fatalities and serious injuries on communities of concern, including people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access," and Los Angeles' stated "Our streets must be safe for people of all ages and abilities,

Mr. Raymond Costantino

January 11, 2017

Page 2

traveling by all modes of transportation. Prioritizing people walking and vulnerable users such as children and older adults will enhance safety for everyone.” These are excellent examples.

Heavy investment is needed to connect all communities in Sacramento to each other, as equals and allies. This is fundamentally an opportunity to build a more just and empowering society, one based on equity, interconnection, a vibrant economy, trust, and a direct rejection of the structural racism and segregation espoused by national leaders. You have the opportunity to create a new model for transportation funding, one based on equity, environmentalism, safety, the current best practices in transportation planning, and a modern understanding of what is good for the economy.

Respectfully,

Angela Tillotson, Chair
Midtown Neighborhood Association

Tamika L'Ecluse, President
Oak Park Neighborhoods Association

cc: Darrell Steinberg, Mayor, City of Sacramento

Rick Jennings II, Vice Mayor, Sacramento City Council District 7

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William Farrell, Commissioner, Sacramento Planning Commission

Todd Kaufman, Commissioner, Sacramento Planning Commission

Lynn Lenzi, Commissioner, Sacramento Planning Commission

Alan LoFaso, Commissioner, Sacramento Planning Commission

Darryl Lucien, Commissioner, Sacramento Planning Commission

Alix Ogilvie, Commissioner, Sacramento Planning Commission

Phil Pluckebaum, Commissioner, Sacramento Planning Commission

Matthew Rodgers, Commissioner, Sacramento Planning Commission

Jia Wang-Connelly, Commissioner, Sacramento Planning Commission

Joseph Yee, Commissioner, Sacramento Planning Commission

Fedolia “Sparky” Harris, Senior Planner, City of Sacramento

Jennifer Donlon Wyant, Active Transportation Specialist, City of Sacramento

Emily Baime Michaels, Executive Director, Midtown Association