



AGENDA

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)

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

THURSDAY

DECEMBER 10, 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

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Written comment

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AGENDA

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

December 10, 2020

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VIEW MEETING

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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

CONSENT ITEMS

3. Approve Action Summary: November 12, 2020 STA Governing Board Meeting ◀ *Jennifer Doll*
4. SacMetro Freeway Service Patrol Status Report – 1ST Quarter Fiscal Year 2021 *Jennifer Doll*
5. Budget To Actual Report – 1ST Quarter Fiscal Year 2021 *Timothy Jones*
6. Measure A Capital Projects Status Report – 1ST Quarter Fiscal Year 2021 *Timothy Jones*
7. Reappointment Of Member To The Independent Taxpayer Oversight Committee ◀ *Timothy Jones*

AGENDA

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SEPARATE ITEMS

8. STA Comprehensive Annual Financial Report (CAFR) For Fiscal Year 2019-20 *Joan Borucki, ITOC Chair*
9. Decennial Review Hearing (Transportation Agencies And Interest Groups) On Potential Amendments to the Measure A Expenditure Plan *Will Kempton*
10. Early Allocation Of Senior And Disabled Transportation Services Revenue To Consolidated Transportation Services Agencies ◀ *Will Kempton*
11. Approval Of A Resolution Appointing The Sacramento Transportation Authority Executive Director ◀ *Bill Burke*
12. Introduction of New Executive Director *Darren Suen, Chair*
13. Calendar Year 2020 Year-End Report *Will Kempton*
14. Comments Of Authority Members *All*

◀ *Denotes items that require Board action*

Staff reports and associated materials are available online at www.sacta.org. For assistance with agenda packets, please contact STA at (916) 323-0080 or info@sacta.org. For questions regarding the agenda or any item on the agenda, please contact Will Kempton at (916) 323-0080 or will@sacta.org.



DECEMBER 10, 2020

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Local Partnership Program Funding Status

Staff at the California Transportation Commission (CTC) has completed the review of applications for the third cycle of the Local Partnership Program (LPP), and the CTC approved the staff recommendations at the Commission's December 2-3 meeting. For the formulaic component of the program, all the Sacramento Transportation Authority (STA) recipient agency requests received approval for a total of \$8.8 million dollars over the next three years (FY 2020-21 through FY 2022-23). On the competitive side, the STA's highest priority project, Sacramento County's submittal for the South Watt Avenue Improvement Project, was included on the contingency list for the full \$13.277 million. This is relatively good news for this project submittal, since STA received \$20 million for the SouthEast Capital Connector during the previous LPP cycle. Also, in follow-on discussions with the CTC Executive Director and other CTC staff, there is a good chance for funding the County's project since there were few new or renewed sales tax initiatives on the November ballot, thus reducing the demand for incentive funding for any new or renewed programs.

In addition to the LPP funding, the Sacramento Region scored big in the latest competition for State transportation funding. At the December meeting, the CTC awarded over \$150 million for a diverse package of transportation investments across our region. Additional regional awards included \$102.2 million from the Solutions for Congested Corridors Program for the Placer Sacramento Gateway Corridor Plan and from the Trade Corridor Enhancement Program for the Capital Region Freight Improvement Program. Other approved awards will also improve mobility in Sacramento County with \$15 million being awarded for the I Street Bridge replacement project. The State funding is being made available through Senate Bill 1, the 2017 landmark transportation funding legislation that invests \$5.4 billion per year to upgrade the State's rail, transit, streets and roads system.

Decennial Review Update

Today's meeting includes the second in a series of three public hearings on the potential for amendments to the Measure A Expenditure Plan as allowed under Section XII Ordinance No. STA 04-01. A decennial review of the program is required every ten years with hearings to consider recommendations from local government, transportation agencies and interest groups, and the general public. The hearing scheduled on today's agenda is for receiving input from transportation agencies and interest groups. Next month's hearing will be for the general public,

and, in February, staff will compile the input received during the process and make recommendations to the Governing Board regarding any proposed amendments.

State Assistance for Businesses impacted by COVID-19

On Monday, November 30, 2020, Governor Newsom announced the immediate implementation of State assistance for businesses impacted by the COVID-19 pandemic. Under the Governor's program, the State will provide temporary tax relief for eligible businesses which includes an automatic three-month extension for taxpayers filing less than \$1 million in sales tax, extending the availability of existing interest and penalty-free payment agreements to companies with up to \$5 million in taxable sales and provides expanded interest free payment options for larger businesses affected by significant restrictions on operations based on coronavirus transmissions.

The extension being offered applies to sales and use tax returns and remittances. This new proposal is similar to sales tax extensions previously provided earlier this year and will likely have an impact on the timing of sales tax receipts. However, it should be noted that the previous sales tax deferral options for businesses made available by the State for the first and second calendar quarters of 2020 did not have a substantial impact on overall sales tax collections. Staff will continue to monitor sales tax receipts covered by this proposal to determine any effect on State sales tax collections.

Looking Ahead

At today's meeting, the Governing Board is expected to approve a resolution appointing a new Executive Director. Going forward, there are some continuing issues which the new executive officer and the Authority may want to consider in the coming year. The commentary on these issues represents the viewpoint of the outgoing Executive Director.

Decennial Review – The ten-year review and consideration of possible amendments to the Measure A Expenditure Plan offers some opportunities to change or otherwise make adjustments to the ongoing Measure A Program. Given the substantial voter support for the measure in 2004, caution may be the watchword in terms of the scope of any amendments.

Federal Funding and Leverage Opportunities

Given the upcoming change in administration at the federal level, there may be substantial opportunities to take advantage of increased leverage opportunities for funding elements of Measure A, particularly with respect to the capital program. On October 1st of this year, Congress adopted and President Trump signed a Continuing Resolution (CR) to keep the federal government fully funded through December 11, 2020. The CR included a one-year extension of the FAST Act, the previous surface transportation authorization bill which expired on September 30th this year. This extension continues current funding levels through the end of the federal fiscal year. However, this past summer, the Democrat-controlled House of Representatives approved a new five-year reauthorization bill known as the Invest in America

Act that substantially increased funding for the federal transportation program. While approved by the House, the bill stalled in the Senate.

Under a Biden Administration, it is expected that this reauthorization proposal will be revitalized. The original bill provided nearly \$500 billion over five years for the federal program and included \$83.1 billion in FY 2021 for COVID-19 response and recovery at a 100 percent federal share. The bill also would provide \$49 billion over the five-year period in dedicated funding to address local transportation needs. This legislation will undoubtedly be on the new Administration's agenda for the new year and it is still possible that a separate COVID-19 relief bill may be approved by Congress prior to the end of the year and that bill could include additional support for transit.

As a result, the Measure A Program could benefit from increased federal participation due to higher national funding levels which may be available in the near future. Working with SACOG and other transportation agencies in Sacramento County over the next several months, the Authority should look to increase federal involvement in Measure A projects and programs to ameliorate past revenue reductions and unanticipated debt costs and to help achieve the targeted allocations recently adopted for the Capital Improvement Program.

Increasing Public Trust – The STA has worked hard to earn the public trust in the administration of the Measure A Program. There may be some additional opportunities to strengthen that trust, such as increasing the involvement of the Independent Taxpayer Oversight Committee (ITOC) by charging the Committee with an annual certification of the Authority's performance in complying with the spending requirements of Measure A. This official certification could be shared with the public through social messaging and media outreach.

Expanding Public Education and Outreach Efforts – This is an area which could return large dividends to the STA and the public. Recognizing that there are limited administrative funds which can be used for this purpose, actions that could be taken include providing ongoing program updates to media outlets, coordinating project and program information with local jurisdictions, regularly meeting with interest groups and the public to disseminate information, and ensuring that Measure A signage is posted for all projects funded with sales tax dollars, including advertising wraps on transit vehicles. These activities will afford substantial benefits in keeping people posted about how their tax dollars are being spent and informing them about program accomplishments.

Taking Additional Steps to Ensure Program Compliance – The STA has been very attentive to compliance issues associated with the conduct of the Measure A Program. However, in addition to greater engagement of the Independent Taxpayer Oversight Committee, a mid-program audit early in the second decennial program period led by the ITOC, assisted by an ad hoc citizens committee appointed by the STA and involving the Professional Advisory Group could help identify any compliance issues so that they can be addressed or could be strengthened to provide an even higher degree of certainty that the intent of the voters is being met in the administration of the program.

There are undoubtedly other steps which could be taken to improve STA operations, but those can be addressed as issues are identified in the future. In closing, I want to express my gratitude to Authority staff, to the Professional Advisory Group, to the Independent Taxpayer Oversight Committee, to all of the Measure A recipient agencies, and to other collaborating transportation agencies for their support and assistance during the last twelve months, and my appreciation to the Governing Board and the public for the opportunity to serve in the capacity of Executive Director over the past year.



DECEMBER 10, 2020

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: NOVEMBER 12, 2020 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the November 12, 2020 meeting of the STA Governing Board.

Attachment



ACTION SUMMARY
SACRAMENTO TRANSPORTATION AUTHORITY
SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY
VIA TELECONFERENCE
700 "H" STREET - SUITE 1450
SACRAMENTO, CALIFORNIA 95814

THURSDAY

NOVEMBER 12, 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)

(Members Howell and Hume were not present)

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

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

1. Comments From The Public Regarding Matters Not On The Agenda

1:39 PM Board Action: No public comments were made.

2. Executive Director's Report

1:40 PM Board Action: Executive Director Will Kempton provided an update regarding the status of the STA Executive Director recruitment process; Sacramento Area Council of Governments (SACOG) release of the 2021 Funding Round program and application guidelines including the Community Design program; Proposed 2021 STA Board meeting calendar and overview of items scheduled for hearing at the next two meetings; General State sales tax initiatives for Rancho Cordova, Isleton and Citrus Heights; Federal Budget expiring on December 11, 2020, with a one year extension of the FAST Act to September 2021 and reauthorization, pending although a multi-year bill and COVID 19 relief will be dependent on the election results; State Legislature reconvening on December 7, 2020, for organizational session and swearing in new legislator as six legislators termed out including Senator Jim Bell, Chairman of the Senate Transportation Committee; City of Folsom entering into a contract to complete a portion of work on the

Capital Southeast Connector and the City of Elk Grove considering contracts for a portion of Grant Line Road and Kammerer Road.

CONSENT ITEMS

1:46 PM Board Action: Jay Schenirer/ Jeff Harris - Approved the Consent Matters, Items 3 and 4, as recommended.

AYES: Sue Frost, Eric Guerra, Steve Hansen, Jeff Harris, Patrick Kennedy, Steve Miller, Don Nottoli, Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Rosanna Herber, Darren Suen

NOES: (None)

ABSTAIN: (None)

ABSENT: Garrett Gatewood, Kerri Howell, Patrick Hume

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

3. Action Summary: October 14, 2020 STA Governing Board Meeting

1:46 PM Board Action: Approved as recommended.

4. 2021 Calendar Year STA Governing Board Meeting Schedule

1:46 PM Board Action: Approved as recommended.

SEPARATE ITEMS

5. Status Report On Smart Growth Incentive Program Set-Aside And SACOG Community Design Grant Program

1:48 PM Board Action: Executive Director Will Kempton provided a report on the status of the Smart Growth Incentive Program (SGIP) and SACOG Community Design Grant Program (CDGP). Received and filed the report. No Board action taken.

6. Decennial Review Public Hearing (Local Governments) On Potential Amendments to the Measure A Expenditure Plan

1:52 PM Board Action: Executive Director Will Kempton provided an oral presentation regarding the Decennial Review Process and conducted a public hearing with input from local governments regarding potential amendments to the Measure A Expenditure Plan. Received and filed the report. No Board action taken.

7. Comments Of Authority Members

1:58 PM Board Action: No comments were made.

CLOSED SESSION

**8. California Government Code Sec. 54957.1(b)(1)
STA PERSONNEL MATTERS**

Title: Appointment of Sacramento Transportation Authority Executive Director

2:00 PM Board Action: Closed session was held. Chairperson Darren Suen reported that the Board made a selection and will announce the appointment of the Executive Director on December 10, 2020.

Adjourned at 3:52 p.m.

Respectfully Submitted,



DORELLE JOHNSON, Deputy Clerk
Sacramento Transportation Authority/
Sacramento Abandoned Vehicle Service Authority



DECEMBER 10, 2020

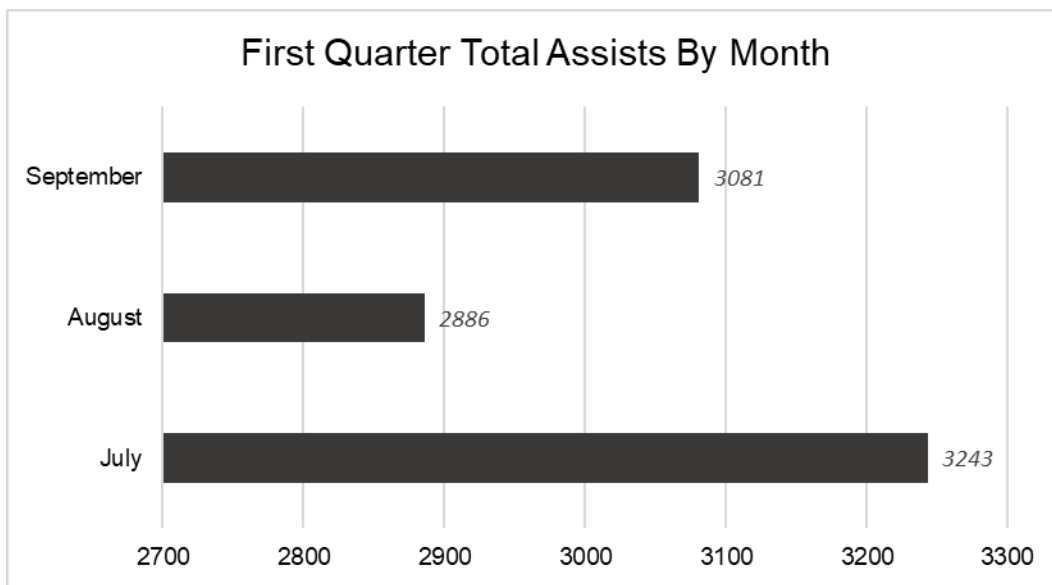
AGENDA ITEM # 4




SACMETRO FREEWAY SERVICE PATROL STATUS REPORT – 1ST QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

SacMetro FSP provided 9,210 assists and 135 motorists completed the online survey during the first quarter of FY 2020/21. This is an increase of 3% from the same period last fiscal year with 8,929 completed assists.



	Types of Problems		Response Times		Service Rating
	The majority of FSP assists, 69 percent, were related to accidents, mechanical problems, and flat tires during this period. These results are very typical for the program.		84 percent of motorists reported waiting less than 10 minutes before FSP appeared on scene, with 53 percent of those those waiting less than 5 minutes.		Of the 135 motorists who responded to the survey, 100 percent rated the service as 'excellent' .

Continued on back side →

Of the 135 surveys received, 121 included written comments, most expressing thanks to the driver and/or indicating support for the program. Following are a few examples:

- Francisco was the absolute sweetest. I ran out of gas on the highway driving back to Sacramento from Placerville and just as I pulled over onto the shoulder, Francisco pulled up right behind my car. He was extremely professional and having never dealt with this type of situation, he explained everything. He was absolutely the best.
- John Larios is a true professional. Clearly trained well and serious about what he does.
- Our driver, Eddie Gomez, was amazing! I hadn't been stopped on the side of the road more than a few minutes when he pulled up to help. I had no idea what to do, my cell phone was nearly dead, and he saved me and my son a huge hassle. He towed us off the freeway at the first off-ramp and took us to a service center that was right there. The service center wasn't able to help, so Eddie went above and beyond, got under my car and rigged it up so that I could drive the 20 miles home slowly. I can't thank him (or this service) enough!!! What a wonderful human and company.
- Our experience was so positive. We are so grateful for the courteous and timely assistance provided by the driver. He went above and beyond. Thank you!
- Awesome service. Both pickup truck and tow truck driver were very professional and made me feel comfortable and safe immediately. Great job FSP!! Totally satisfied.
- Francisco and Roy were amazing! Showed up within minutes! 11/10 service!! Thank you so much guys!!
- It is great service, thanks to everyone who is involved in it.
- Excellent help, courteous, quick, supportive, really helped us with a very stressful situation. Thanks very much Kaleb.
- Didn't even know about this service. Had a long day at work, forgot to get gas before I hit the freeway and Dennis came in around less than 3 minutes after I ran out and saved me from my big mistake. - thanks Dennis
- Remy, the driver was extremely helpful and knowledgeable. He went above and beyond to help get my flat tire fixed including adding air to all my tires. He offered to put my little dog in his truck with ac while we waited which I really appreciated. He showed up just in the nick of time as AAA and Travelers Insurance were not sending help. I called 6 other two companies, and no one came. It was like seeing a guardian angel in a white truck! Thank you so much!



DECEMBER 10, 2020

AGENDA ITEM # 5

BUDGET-TO-ACTUAL REPORTS – 1ST QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Each quarter staff prepare analyses summarizing budgeted to actual revenue and expenditures for the Sacramento Transportation Authority's General Fund, SacMetro FSP, Sacramento Abandoned Vehicle Service Authority (SAVSA) and the Administration Fund. The attached reports summarize financial information for the first quarter of fiscal year 2021 – the period ending September 30, 2020.

Notable variances for the period ending September 30, 2020 are as follows:

Measure A

1. Sales tax revenue was much higher than expected by \$3.67 million. This represents an 8.7% increase over the same period last year and 11% higher than revenue projected in the adopted FY 2020-21 budget. Some of the increase is new revenue from out-of-state retailers selling goods in California.
2. Measure A allocations were higher than expected by \$2.89 million because these pass-through allocations parallel the sales tax revenue stream – as it increases so do the allocations.
3. Capital program expenditures were lower than expected by \$3.86 million, however several large projects are in the construction phase so expenditures will be increasing in subsequent quarters.

SAVSA

1. Distribution of the first quarter's revenue which occurs late in November will not transact until the second week in December after STA staff receive the needed reports from partner agencies. As such, the revenue and related expenditures have not yet been recorded in the Authority's accounting system creating significant variances.

Attachments

BUDGET TO ACTUAL ANALYSIS

STA General Fund

Quarter Ending September 30, 2020 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$133,513,377	\$33,378,344	\$37,053,942	\$3,675,598	Revenues are trending 8.7% higher than the same period last year and 11% higher than expected this year
Mitigation Fees	6,000,000	-	-	-	first semi-annual receipts due by February 2021
Interest	4,000,000	1,000,000	135,001	(864,999)	much lower than expected because of historically low interest rates
Total Revenue	143,513,377	34,378,344	37,188,943	2,810,599	See above
Beginning Fund Balance	48,314,453	48,179,584	48,179,584	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,827,830	\$82,557,928	\$85,368,527	\$2,810,599	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$105,321,537	\$26,330,384	\$29,223,947	(\$2,893,563)	allocations are a percentage of sales tax - which is higher so allocations are too
Capital Improvement Program	29,625,296	7,406,324	3,544,636	3,861,688	expenditures will accelerate beginning in Q2
Total Appropriations	\$134,946,833	\$33,736,708	\$32,768,583	\$968,125	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(\$22,108,139)	(\$5,527,035)	(\$4,875,208)	\$651,827	interest rates are lower on the variable rate debt- reducing debt service costs
Total Financing Sources (Uses)	(\$22,108,139)	(\$5,527,035)	(\$4,875,208)	\$651,827	see above
Ending Fund Balance	\$34,772,858	\$43,294,185	\$47,724,736	-	

BUDGET TO ACTUAL ANALYSIS

STA Administration

Quarter Ending September 30, 2020 (accrual basis)

Revenue:

Sales Tax

Other

Total Revenue

Beginning Fund Balance

Total Revenue and Beginning Fund Balance

FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
\$983,436	\$245,859	\$273,139	\$27,280	Good
50	13	12	-	Good
983,486	245,872	273,152	27,280	See above
764,141	722,530	722,530	-	actual beginning fund balance - June 30, 2020 audited financial statements
\$1,747,627	\$968,402	\$995,682	\$27,280	See above
Appropriations:				
\$462,324	\$115,581	\$206,645	(\$91,064)	salary and overhead allocations to the FSP and SAVSA programs expected in Q3
30,820	7,705	13,450	(5,745)	salary and overhead allocations to the FSP and SAVSA programs expected in Q3
2,600	650	250	400	no in-person conferences due to COVID
7,150	7,150	11,243	(4,093)	salary and overhead allocations to the FSP and SAVSA programs expected in Q3
32,500	8,125	27,393	(19,268)	Unplanned contract for additional outreach and education consultant for November 2020 Measure
35,750	1,300	1,300	-	financial audit charges will not be incurred until late in the fiscal year
10,400	2,600	1,088	1,512	salary and overhead allocations to the FSP and SAVSA programs expected in Q3
\$581,544	\$143,111	\$261,370	(\$118,258)	see above
\$1,166,083	\$825,291	\$734,312	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending September 30, 2020 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$3,603,113	2,630	2,630	\$0	significant reimbursements are expected beginning in Q2
CVR-SAFE*	748,000	748,000	748,000	-	good
Total Revenue	4,351,113	750,630	750,630	-	see above
Beginning Fund Balance	538,348	433,052	433,052	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$4,889,461	\$1,183,682	\$1,183,682	\$0	see above
Appropriations:					
Salaries and Benefits	\$150,763	\$37,691	\$39,700	(\$2,009)	good
Overhead	58,846	14,712	-	14,712	overhead costs will be allocated in Q3
Conferences and Travel	1,825	-	-	-	conferences cancelled due to COVID
Communications	58,818	14,705	8,136	6,569	good
Other Operating Expenditures	3,400	850	355	495	good
Contractors	2,973,663	743,416	610,261	133,154	contractor costs will increase in Q2 when an additional FSP beat is added
Total Appropriations	\$3,247,315	\$811,373	\$658,452	\$152,920	see above
Ending Fund Balance	\$1,642,146	\$372,310	\$525,230	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending September 30, 2020 (accrual basis)

Revenue:

Vehicle License Fees
Interest

Total Revenue

Beginning Fund Balance

Total Revenue and Beginning Fund Balance

FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
\$1,273,975	\$318,494	\$0	(\$318,494)	Q1 distribution expected in Q2
400	-	-	-	interest income expected beginning in Q2
1,274,375	318,494	-	(318,494)	See above
128,775	159,226	159,226	-	actual beginning fund balance - June 30, 2020 audited financial statements
\$1,403,150	\$477,720	\$159,226	(\$318,494)	

Appropriations:

Contributions to SAVSA Entities
Salaries and Overhead

Total Appropriations

Ending Fund Balance

\$1,252,334	\$313,084	\$0	\$313,084	When Q1 distribution is received in Q2, funds will be distributed accordingly
22,041	5,510	-	5,510	overhead costs will be allocated in Q3
\$1,274,375	\$318,594	\$0	\$318,594	See above
\$128,775	\$159,126	\$159,226	-	



DECEMBER 10, 2020

AGENDA ITEM # 6

CAPITAL PROJECT STATUS REPORTS – SEPTEMBER 30, 2020

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

The Authority is currently under contract for the following 17 capital projects:

1. US 50 Bus and Carpool Lanes, Phase 2 (California Department of Transportation)
2. Interstate 5 Bus and Carpool Lanes (California Department of Transportation)
3. Greenback Lane/Sunrise Blvd. to Fair Oaks Blvd. (City of Citrus Heights)
4. Capital SouthEast Connector (Connector JPA)
5. Capital SouthEast Connector Mitigation Program (Connector JPA)
6. Folsom Blvd. Watt Ave. to Bradshaw Rd. (County of Sacramento)
7. Greenback Lane – Fair Oaks Blvd. to Main (County of Sacramento)
8. Hazel Ave. Improvements – US 50 to Folsom Blvd. (County of Sacramento)
9. Hazel Ave. Improvements, Phase 1 – US 50 to Madison Ave. (County of Sacramento)
10. Madison Ave Improvements – Sunrise Blvd. to Hazel Ave. (County of Sacramento)
11. South Watt Ave. Improvements - Route 16 (County of Sacramento)
12. Sunrise Blvd. Jackson Rd. to Grantline Rd. (County of Sacramento)
13. Watt Ave. Improvements – Antelope Road to Business 80 (County of Sacramento)
14. Folsom Blvd. Improvements – Bradshaw Road to Sunrise Blvd. (City of Rancho Cordova)
15. Sunrise Blvd. Improvements – Gold Country to Jackson Roads (City of Rancho Cordova)
16. Downtown Intermodal Station (City of Sacramento)
17. Interstate 5/Richards Blvd. Interchange Upgrade (City of Sacramento)

Attached, you will find a status report for each project under contract with the Authority.

Attachment

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **California Department of Transportation** Project Mgr: **Jim K Rogers**
Contact Info: **916-826-6052**

Project Name: **US Highway 50 Bus & Carpool Lanes - phase 2**

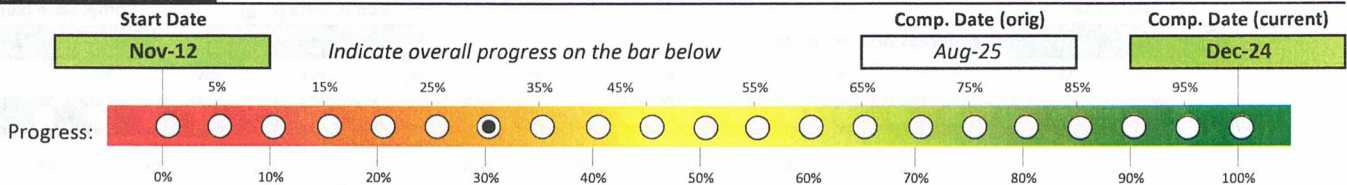
Sponsor Project ID Number: **03-3F360** STA Project ID Number: **A-47-CT**

Original Est. Project Cost: \$ **68,315,000.00** Current Est. Project Cost: \$ **147,480,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	15,945,604.00	Projected Spending	2Q:	\$	312,500.00
Previous Contract(s) Spending:		15,310,227.98		3Q:	\$	312,500.00
Current Contract Amount:	\$	12,500,000.00		4Q:	\$	312,500.00
Current Contract Spending:	\$	992,191.61		1Q:	\$	312,500.00
Expended This Quarter:	\$	141,751.26				
Total Remaining:	\$	12,001,433.15				
Funds leveraged using local match					\$	442,000,000.00

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|---|--|---|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Caltrans District 3 successfully competed and received State funding from the SB1 Gas/Diesel Tax programs under the Solutions for Congested Corridor Program for construction of this HOV Lanes project last year. The project has been selected for an innovative delivery method of Design-Build instead of traditional Caltrans delivery method of Design-Bid-Build. This will expedite delivery of the project to the travelling public. The HOV lanes project has been combined with the US 50 Rehabilitation project that has already been funded by State Highway Operation and Protection Program (SHOPP).

- Coordination continued with Union Pacific Rail Road and Sacramento Regional Transit.
- Coordination continued with City of Sacramento on adjacent projects, parking impacts and utility work.
- Held meetings with local stakeholders regarding project attributes.
- Flatiron West Inc. with their design partner WSP are developing plans for the project.
- Design work is progressing at a rapid pace with preliminary construction worked scheduled to begin in November.

Measure A Capital Projects Quarterly Status Report



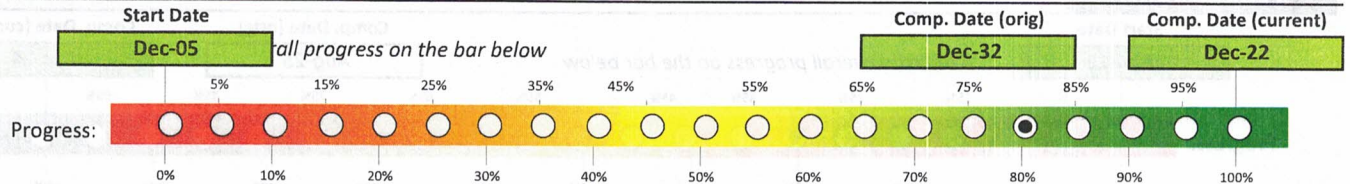
PROJECT INFO

Quarter Ended:	September 30, 2020	Fiscal Year:	2020-21	Reporting Quarter:	1
Agency:	California Department of Transportation	Project Mgr:	Jess Avila		
		Contact Info:	530-741-4533		
Project Name:	Interstate 5 Bus & Carpool Lanes				
Sponsor Project ID Number:	03-3C000 and 03-3C001	STA Project ID Number:	A-45-CT		
Original Est. Project Cost:	\$ 188,479,000.00	Current Est. Project Cost:	\$ 125,530,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 3,185,454.00	Projected Spending	2Q:	\$ 3,000,000.00
Previous Contract(s) Spending:	\$ 3,185,454.00		3Q:	\$ 2,200,000.00
Current Contract Amount:	\$ 30,000,000.00		4Q:	\$ 1,800,000.00
Current Contract Spending:	\$ 4,040,519.31		1Q:	\$ 1,800,000.00
Expended This Quarter:	\$ 8,134,710.53			
Total Remaining:	\$ 17,824,770.16	Funds leveraged using local match	\$ 332,000,000.00	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|--|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Bridge work continues at three locations; Beach Lake Bridge, Route 5/160 Separations (Freeport Blvd.), and Casilada Pedestrian Overcrossing. Partial 55-hour closures of both NB and SB lanes took place over the course of this quarter to complete rehabilitation and reconstruction work. Pavement rehabilitation on the I5/US50 Interchange connectors was started. Paving at various location along the project limits was completed. Median barrier reconstruction at various location along the project took place during this quarter.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **Citrus Heights** Project Mgr: **Regina Cave**
Contact Info: rcave@citrusheights.net

Project Name: **Geenback Lane/Sunrise Blvd. to Fair Oaks Blvd.**

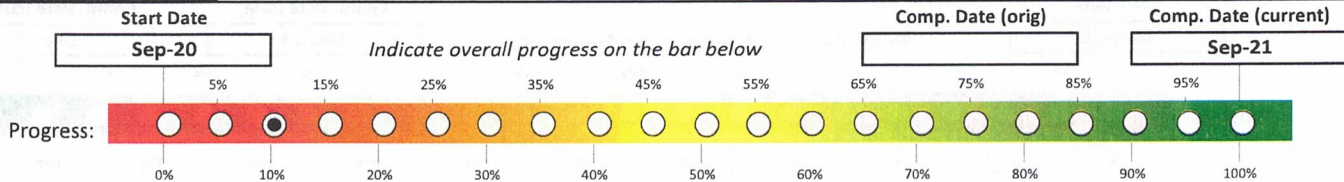
Sponsor Project ID Number: **45-20-002** STA Project ID Number: **A-18-CH**

Original Est. Project Cost: \$ **1,500,000.00** Current Est. Project Cost: \$ **1,800,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected	2Q:	\$ -
Previous Contract(s) Spending:	\$ -		3Q:	\$ 100,000.00
Current Contract Amount:	\$ 600,000.00	Spending	4Q:	\$ 300,000.00
Current Contract Spending:	\$ -		1Q:	\$ 200,000.00
Expended This Quarter:	\$ -			
Total Remaining:	\$ 600,000.00	Funds leveraged using local match		\$ 1,200,000.00

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|---|--|---|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Contract for PS&E awarded August 27, 2020. Design is currently underway with the expectation of advertising for CON by February 2021.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Heather Yee, Senior Civil Engineer**
 Contact Info: **(916) 874-6291**

Project Name: **Watt Avenue Improvements – Antelope Road to Business Interstate 80**

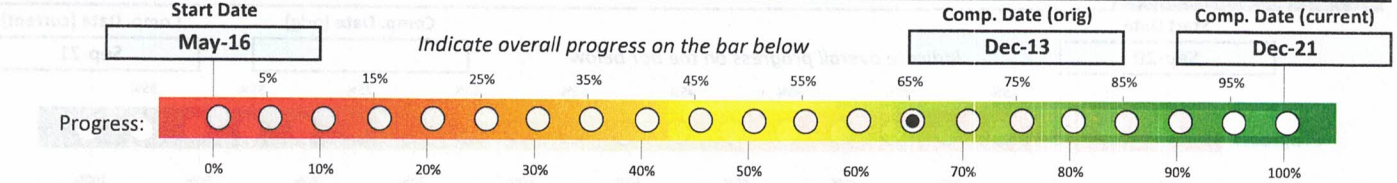
Sponsor Project ID Number: **STOXDN** STA Project ID Number: **A-37-SC**

Original Est. Project Cost: \$ **40,825,817.00** Current Est. Project Cost: \$ **40,825,817.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 263,377.50	Projected Spending	2Q:	\$ 150,000.00
Previous Contract(s) Spending:	\$ 263,377.50		3Q:	\$ 250,000.00
Current Contract Amount:	\$ 3,345,000.00		4Q:	\$ 250,000.00
Current Contract Spending:	\$ 354,041.90		1Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ 2,990,958.10	Funds leveraged using local match	\$ 361,115.58	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

<input type="checkbox"/> Not Started	<input checked="" type="checkbox"/> Right-of-Way Acquisition	<input type="checkbox"/> Bidding and/or Contracting
<input type="checkbox"/> Pending or On-Hold	<input type="checkbox"/> Environmental Review	<input type="checkbox"/> Under Construction
<input checked="" type="checkbox"/> Design and/or Engineering	<input type="checkbox"/> Planning/Financing/Approval	<input type="checkbox"/> Completed

Explanation of Activities this Quarter and Additional Notes

Project improvements on this corridor are for a segment of Watt Avenue from Interstate 80 to Roseville Road. The preliminary design for this project will evaluate and coordinate a preferred alternative for a complete streets concept that will include sidewalk infill, Americans With Disabilities Act (ADA) improvements (curb ramps and bus stops), Class II bike lanes, and streetscape enhancements.

The California Environmental Quality Act (CEQA) clearance for the entire project area was completed in March 2020. National Environmental Policy Act (NEPA) clearance for the entire project was completed in July 2020. Right-of-way acquisition is now underway.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Stan Sorensen**
Contact Info: **(916) 874-2816**

Project Name: **Folsom Blvd. Watt Ave. to Bradshaw Road**

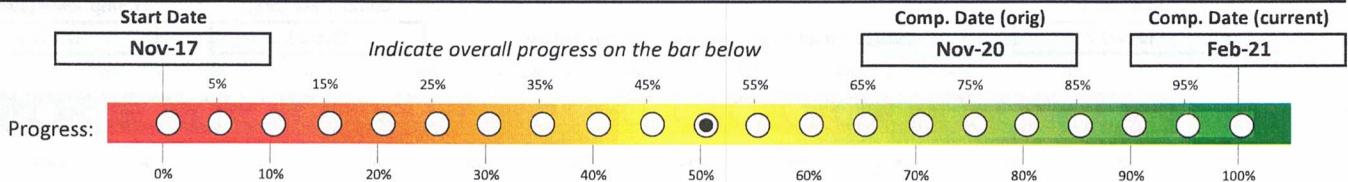
Sponsor Project ID Number: **RFODGE** STA Project ID Number: **A-13-SC**

Original Est. Project Cost: \$ **40,698,159.00** Current Est. Project Cost: \$ **40,698,159.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	2Q:	\$ 150,000.00
Previous Contract(s) Spending:	\$ -		3Q:	\$ 500,000.00
Current Contract Amount:	\$ 1,303,000.00		4Q:	\$ 500,000.00
Current Contract Spending:	\$ 305,533.43		1Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ 997,466.57	Funds leveraged using local match	\$ 222,113.31	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Right-of-Way Acquisition
- Bidding and/or Contracting
- Pending or On-Hold
- Environmental Review
- Under Construction
- Design and/or Engineering
- Planning/Financing/Approval
- Completed

Explanation of Activities this Quarter and Additional Notes

The California Environmental Quality Act (CEQA) approval for the Mayhew Road to Bradshaw Road segment on Folsom Boulevard was issued in January 2019. The project is currently in the right-of-way and final design phases of work for a Phase 1 complete streets improvement project. All right of way acquisitions are from Sacramento Regional Transit (SacRT). The Board of Supervisors approved the easement agreements which were recently approved and executed by RT. The Right-of-way certification will be finalized in November so we can submit for California Transportation Commission (CTC) approval in January 2021. Construction is scheduled to begin in spring of 2021.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Heather Yee, Senior Civil Engineer**
Contact Info: **(916) 874-6291**

Project Name: **Greenback Lane Phase I - Fair Oaks Blvd. to Main Street**

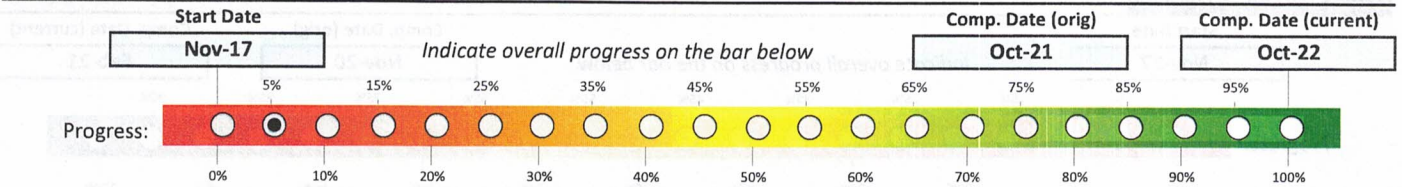
Sponsor Project ID Number: **STOXEB** STA Project ID Number: **A-17-SC**

Original Est. Project Cost: \$ **41,716,000.00** Current Est. Project Cost: \$ **41,716,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	116,829.91	Projected Spending	2Q:	\$	50,000.00
Previous Contract(s) Spending:	\$	116,829.91		3Q:	\$	50,000.00
Current Contract Amount:	\$	2,900,000.00		4Q:	\$	50,000.00
Current Contract Spending:	\$	35,352.73		1Q:	\$	50,000.00
Expended This Quarter:	\$	-				
Total Remaining:	\$	2,864,647.27	Funds leveraged using local match	\$	-	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Right-of-Way Acquisition
- Bidding and/or Contracting
- Pending or On-Hold
- Environmental Review
- Under Construction
- Design and/or Engineering
- Planning/Financing/Approval
- Completed

Explanation of Activities this Quarter and Additional Notes

The project limits are Greenback Lane from Chestnut Ave to the Folsom City/Sacramento County boundary. The project includes sidewalk infill, ADA improvements (curb ramps and bus stops), Class II bike lanes and streetscape enhancements, and traffic signal modifications. A new traffic signal is proposed at Chestnut Ave. Design and environmental review are underway.

Public outreach and community input on the proposed alignment will be solicited through public meetings.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Tim Stevens, Senior Civil Engineer**
Contact Info: **(916) 874-6291**

Project Name: **Hazel Avenue Improvements – US Highway 50 to Folsom Blvd**

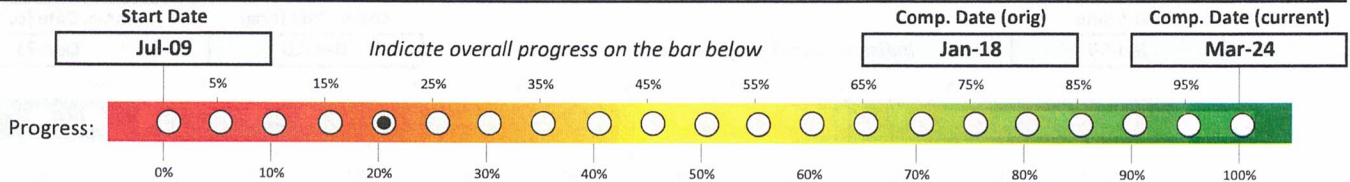
Sponsor Project ID Number: **STRL41** STA Project ID Number: **A-23-SC**

Original Est. Project Cost: \$ **61,268,182.00** Current Est. Project Cost: \$ **82,735,257.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 1,679,031.22	Projected	2Q:	\$ 150,000.00
Previous Contract(s) Spending:	\$ 1,679,031.22		3Q:	\$ 150,000.00
Current Contract Amount:	\$ 10,750,000.00	Spending	4Q:	\$ 150,000.00
Current Contract Spending:	\$ 253,172.30		1Q:	\$ -
Expended This Quarter:	\$ -	Funds leveraged using local match		
Total Remaining:	\$ 10,496,827.70	\$ -		

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|---|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input checked="" type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

The following Technical Studies were submitted to Caltrans for environmental review:

- Revised Air Quality Study Report-Approved 9/6/2017
- Revised Natural Environment Study-Submitted 5/16/2018
- Visual Impact Assessment-Signature page revisions re-submitted 1/22/2017
- Requested revisions to Biological Assessment (BA) are made and submitted BA to Caltrans week of 1/21/2019
- Fact Sheets for the project were approved on 12/17/2018.

In addition to these Technical Studies, SacDOT submitted final revisions to the Historic Property Survey Report/Archaeological Survey Report with the current Native American consultation updates on 6/11/2018.

Sacramento County is acting as the California Environmental Quality Act (CEQA) local lead agency in preparing a joint Environmental document. Impact Report/Environmental Assessment (EIR/EA) to analyze the environmental affects of the Project. The federal lead agency in the National Environmental Policy Act (NEPA) document preparation, through delegated authority from the Federal Highway Administration, is the California Department of Transportation (Caltrans). An open house was held in March during the public review for the EIR. The public review period has ended and comments received have been responded to. Caltrans approved the Finding of No Significant Impact (FONSI) on 7/2/2020 and the project was on the County Board agenda for certification of the FEIR/EA for August 11, 2020. The action was continued to September 22, 2020 where the Board found the FEIR/EA adequate and complete. The last steps are to file the Notice of Determination and complete the project report, both expected by December of 2020.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Tim Stevens, Senior Civil Engineer**
Contact Info: **(916) 874-6291**

Project Name: **Hazel Avenue Improvements, Phase 1 – US Highway 50 to Madison Avenue**

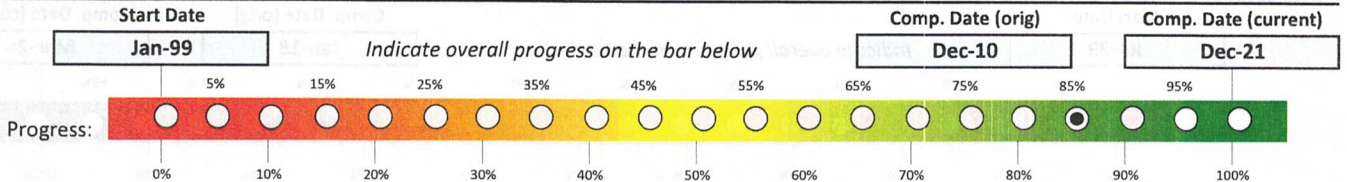
Sponsor Project ID Number: **STOXC;STOXCJ;DV2L43;STRL43** STA Project ID Number: **A-21-SC**

Original Est. Project Cost: **\$ 79,292,680.00** Current Est. Project Cost: **\$ 110,000,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 33,999,043.75	Projected Spending	2Q:	\$ 250,000.00
Previous Contract(s) Spending:	\$ 33,999,043.75		3Q:	\$ 500,000.00
Current Contract Amount:	\$ 6,900,000.00		4Q:	\$ 500,000.00
Current Contract Spending:	\$ 1,954,591.03		1Q:	\$ -
Expended This Quarter:	\$ -	Funds leveraged using local match		
Total Remaining:	\$ 4,945,408.97	<input type="checkbox"/> \$ 9,831,379.99		

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|---|
| <input type="checkbox"/> Not Started | <input checked="" type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Hazel Avenue Widening Phase 1, US 50 to Curragh Downs Drive: Construction completed in Spring 2011.
(Current Status: Completed)

Hazel Avenue Widening Phase 2, Curragh Downs Drive to Sunset Avenue: Construction Completed in July 2018.
(Current Status: Completed)

Hazel Avenue Widening Phase 3, Sunset Avenue to Madison Avenue: Right of way acquisition is complete for the Phase 3 project. Eminent Domain process is underway and County has possession on all 33. Right of way certification is complete and the request for authorization to proceed with construction has been approved by Caltrans, along with right-of-way certification. The project opened bids on August 20, 2020, and the contract was awarded to Teichert. Construction begins November 16, 2020 with utility relocation and sound wall installation, and roadway improvements to begin in Summer 2021.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Melissa Wright, Senior Civil Engineer**
Contact Info: **(916)874-6291**

Project Name: **Madison Avenue Improvements, Phase 1 – Sunrise Blvd to Hazel Avenue**

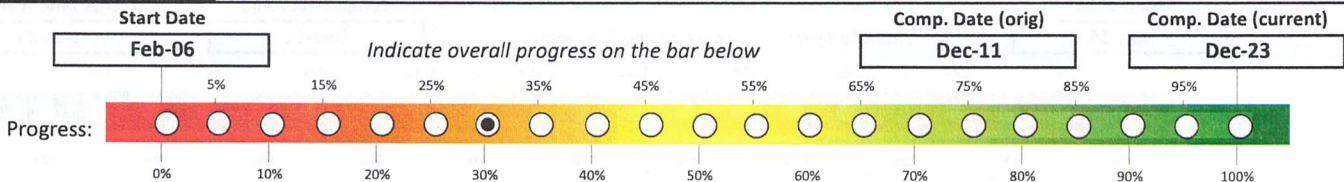
Sponsor Project ID Number: **STOXAG** STA Project ID Number: **A-24-SC**

Original Est. Project Cost: \$ **19,929,143.00** Current Est. Project Cost: \$ **28,872,280.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 1,280,274.94	Projected Spending	2Q:	\$ 150,000.00
Previous Contract(s) Spending:	\$ 1,280,274.94		3Q:	\$ 150,000.00
Current Contract Amount:	\$ 3,000,000.00		4Q:	\$ 150,000.00
Current Contract Spending:	\$ 423,594.15		1Q:	\$ -
Expended This Quarter:	\$ -	Funds leveraged using local match		
Total Remaining:	\$ 2,576,405.85	\$ 176,217.65		

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Right-of-Way Acquisition
- Bidding and/or Contracting
- Pending or On-Hold
- Environmental Review
- Under Construction
- Design and/or Engineering
- Planning/Financing/Approval
- Completed

Explanation of Activities this Quarter and Additional Notes

The project is currently in the environmental review stage for the hybrid alternative. The hybrid alternative consists of widening Madison Avenue to five or six lanes with some portions of Madison Avenue remaining at four lanes. This alternative is the preferred alternative due to less right-of-way and tree impacts than associated with the six lane project. The traffic study for the hybrid has been completed.

A public outreach and community input process will be conducted as the environmental review stage continues. This public outreach process is expected to move forward in early 2021.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Heather Yee, Senior Civil Engineer**

Contact Info: **(916) 874-9182**

Project Name: **South Watt Avenue/Elk Grove-Florin Road Improvements, Phase 1 – Florin Road to State Route 16**

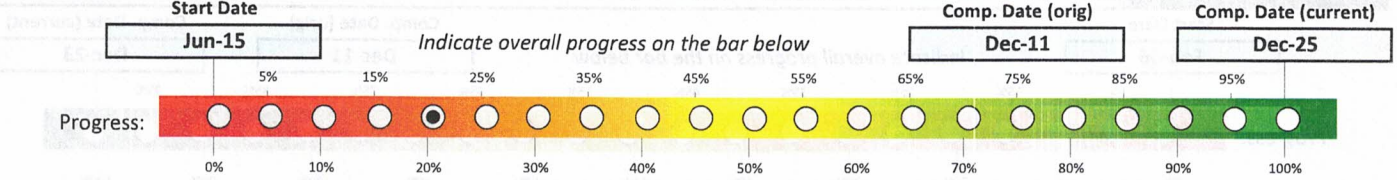
Sponsor Project ID Number: **STOXDG** STA Project ID Number: **A-27-SC**

Original Est. Project Cost: \$ **10,873,412.00** Current Est. Project Cost: \$ **30,182,360.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 3,159,720.99	Projected Spending	2Q:	\$ 100,000.00
Previous Contract(s) Spending:	\$ 3,159,720.99		3Q:	\$ 100,000.00
Current Contract Amount:	\$ 7,030,000.00		4Q:	\$ 100,000.00
Current Contract Spending:	\$ 230,512.11		1Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ 6,799,487.89	Funds leveraged using local match	\$ -	

PROJECT STATUS



- Current Status (as of last day of reporting quarter; check only one):
- Not Started
 - Pending or On-Hold
 - Design and/or Engineering
 - Right-of-Way Acquisition
 - Environmental Review
 - Planning/Financing/Approval
 - Bidding and/or Contracting
 - Under Construction
 - Completed

Explanation of Activities this Quarter and Additional Notes

Quarter Ending: September 30, 2020

The project is currently in the preliminary phase of work. A consultant contract for the design of the project was approved by the Board of Supervisors in December 2019. The consultant kick-off meeting occurred in January 2020 and monthly PDT meetings are on-going. Environmental studies for CEQA/NEPA were also initiated in January 2020. The GAD for the ultimate 6-lane configuration is 95% complete.

Refinement of the project design is on-going including coordination with: the City of Sacramento and the Central Valley Flood Protection Board.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **County of Sacramento** Project Mgr: **Rick Carter**

Contact Info: **(916) 874-5205**

Project Name: **Sunrise Blvd. Jackson Road to Grant Line Road**

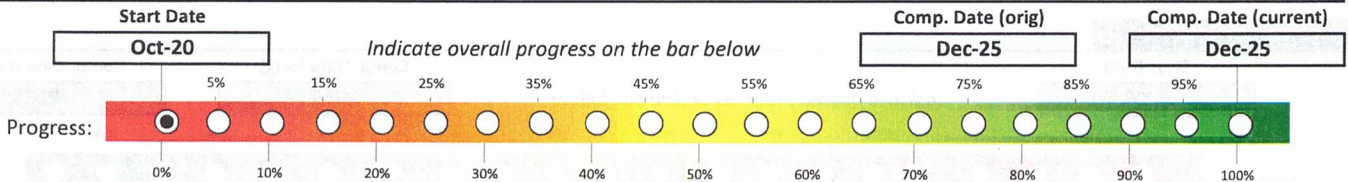
Sponsor Project ID Number: **Not Assigned** STA Project ID Number: **A-31-SC**

Original Est. Project Cost: \$ **79,763,000.00** Current Est. Project Cost: \$ **79,763,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	2Q:	\$ 50,000.00
Previous Contract(s) Spending:	\$ -		3Q:	\$ 50,000.00
Current Contract Amount:	\$ 2,400,000.00		4Q:	\$ 50,000.00
Current Contract Spending:	\$ -		1Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ 2,400,000.00			
Funds leveraged using local match			\$	-

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Possible construction for a Phase 1 Project at the intersection of Jackson Road at Sunrise Boulevard. This Phase 1 Project proposes to improve the existing intersection by adding capacity and improving operational efficiency. The Phase 1 Project will require coordination with the City of Rancho Cordova, Cordova Hills Development, and the Jackson Corridor Plan. The tentative completion date shown in the "Project Status" section of this report is for the Phase 1 Project.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **Capital SouthEast Connector** Project Mgr: **Matt Lampa**
Contact Info: lampam@saccounty.net

Project Name: **Capital SouthEast Connector**

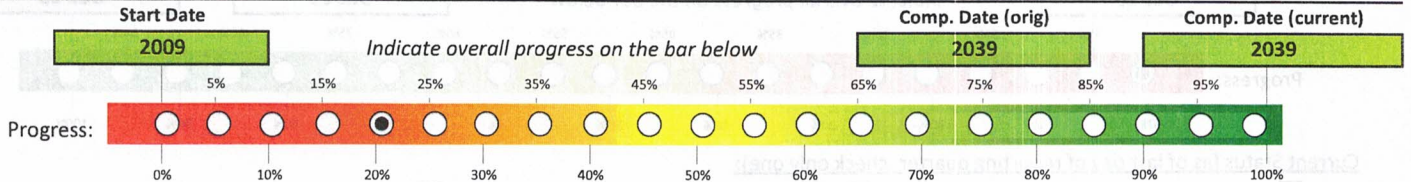
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JP**

Original Est. Project Cost: \$ **1,006,014,000** Current Est. Project Cost: \$ **588,190,000**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 12,788,762.00	Projected Spending	2Q:	\$ 500,000
Previous Contract(s) Spending:	\$ 12,788,762.00		3Q:	\$ 600,000
Current Contract Amount:	\$ 25,640,000.00		4Q:	\$ 4,000,000
Current Contract Spending:	\$ 18,345,307.33		1Q:	\$ -
Expended This Quarter:	556,510.94	Funds leveraged using local match		
Total Remaining:	6,738,181.73	\$ 150,300,000.00		

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|---|---|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input checked="" type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

- **Segment A:** Final Design for A2 nearly complete. Notice of Intent to Advertise for Construction issued.
- **Segment B:** B2 Project advertised for construction. \$3M for Elk Grove construction obligated but likely a 4Q expenditure.
- **Segment C:** Coordination w/ the City of Elk Grove on conceptual intersection designs and traffic study work for various intersections along the alignment, and public outreach efforts.
- **Segment D2:** Grant applications submitted.
- **Segment D3/ E1:** D3a project advertised for construction and construction agreement awarded.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **Capital SouthEast Connector** Project Mgr: **Derek Minnema**
 Contact Info: minnemad@saccounty.net

Project Name: **Capital SouthEast Connector**

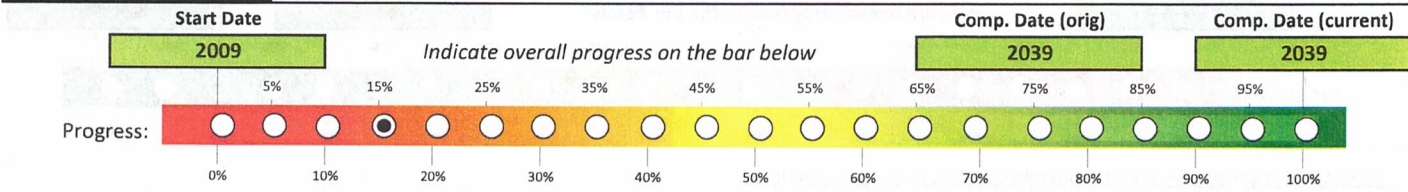
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JP**

Original Est. Project Cost: \$ **1,006,014,000** Current Est. Project Cost: \$ **588,190,000**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	2Q:	\$ 1,313,999
Previous Contract(s) Spending:	\$ -		3Q:	\$ -
Current Contract Amount:	\$ 5,000,000.00		4Q:	\$ -
Current Contract Spending:	\$ 3,686,001.00		1Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ 1,313,999.00	Funds leveraged using local match	\$ -	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Pending or On-Hold
- Design and/or Engineering
- Right-of-Way Acquisition
- Environmental Review
- Planning/Financing/Approval
- Bidding and/or Contracting
- Under Construction
- Completed

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

Continued work on assessing project mitigation obligations.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **City of Rancho Cordova** Project Mgr: **Edgar Medina**

Contact Info: emedina@cityofranhocordova.org

Project Name: **Folsom Blvd Improvements – Bradshaw Road to Sunrise Blvd**

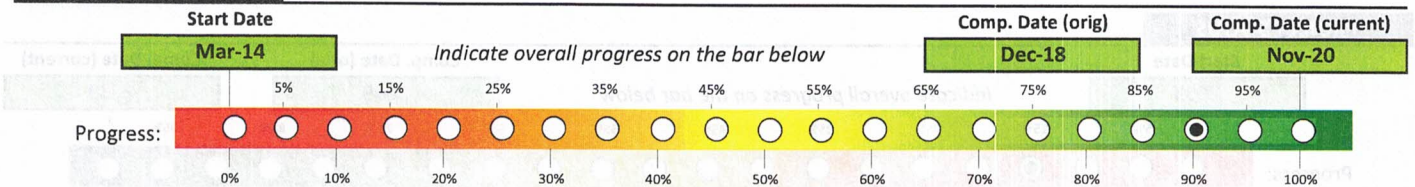
Sponsor Project ID Number: **P14-2129/CP14-2139/CP16-217** STA Project ID Number: **A-14-RC**

Original Est. Project Cost: \$ **10,155,200.00** Current Est. Project Cost: \$ **13,129,135.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 5,304,219.29	Projected Spending	2Q:	\$ 150,000.00
Previous Contract(s) Spending:	\$ 5,304,219.29		3Q:	\$ 200,000.00
Current Contract Amount:	\$ 5,866,817.60		4Q:	\$ 100,000.00
Current Contract Spending:	\$ 4,363,139.78		1Q:	\$ 50,000.00
Expended This Quarter:	\$ 43,350.49			
Total Remaining:	\$ 1,460,327.33			
			Funds leveraged using local match	\$ 10,777,920.00

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|--|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Phase IV - Rod Beaudry to Horn - Complete

Phase V - Hord to Bradshaw & Kilgore to Sunrise - Construction Contract Award in December 2019. Construction is 90% complete and is scheduled to be complete in November 2020.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **City of Rancho Cordova** Project Mgr: **Edgar Medina**
Contact Info: emedina@cityofranhocordova.org

Project Name: **Sunrise Blvd – Gold Country Road to Jackson Road**

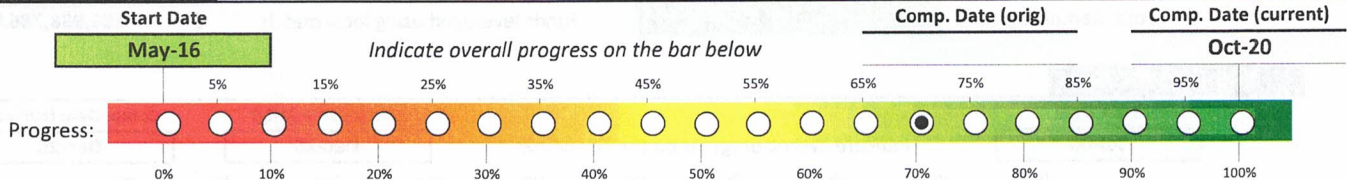
Sponsor Project ID Number: **CP15-2145/CP18-2187** STA Project ID Number: **A-32-RC**

Original Est. Project Cost: \$ **4,035,000.00** Current Est. Project Cost: \$ **8,160,300.00**

MEASURE A FUNDING

Total Measure A Funding:	\$	9,620,452.40	Projected Spending	2Q:	\$	100,000.00
Current Contract Amount:	\$	1,273,278.00		3Q:	\$	100,000.00
Total Previously Expended:	\$	8,367,242.95		4Q:	\$	100,000.00
Expended This Quarter:	\$	131,001.36		1Q:	\$	50,000.00
Total Remaining:	\$	1,122,208.09		Funds leveraged using local match	\$	6,886,000.00

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|--|--|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input type="checkbox"/> Environmental Review | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

Sunrise Blvd - Folsom Blvd to White Rock Road: Construction contract was awarded in April 2020 and construction began in May 2020. Construction for this segment is 90% complete and is anticipated to be completed in November 2020.

Sunrise Blvd - Kiefer to Jackson Highway is in preliminary design phase and tentatively schedule for construction in fiscal year 2022.



Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **September 30, 2020** Fiscal Year: **2020-21** Reporting Quarter: **1**

Agency: **City of Sacramento** Project Mgr: **Greg Taylor, Supervising Architect**
Contact Info: **916-808-5268**

Project Name: **Downtown Intermodal Facility**

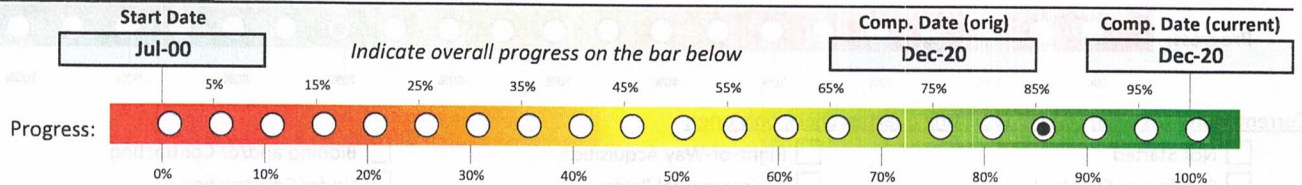
Sponsor Project ID Number: **T15029000** STA Project ID Number: **A-38-CS**

Original Est. Project Cost: \$ **200,000,000.00** Current Est. Project Cost: \$ **200,000,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	70,272,500.00	Projected Spending	2Q:	\$	100,000.00
Previous Contract(s) Spending:	\$	70,272,500.00		3Q:	\$	50,000.00
Current Contract Amount:	\$	19,823,000.00		4Q:	\$	50,000.00
Current Contract Spending:	\$	12,705,456.69		1Q:	\$	50,000.00
Expended This Quarter:	\$	172,431.19				
Total Remaining:	\$	6,945,112.12	Funds leveraged using local match	\$	101,988,786.00	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Pending or On-Hold
- Design and/or Engineering
- Right-of-Way Acquisition
- Environmental Review
- Planning/Financing/Approval
- Bidding and/or Contracting
- Under Construction
- Completed

Explanation of Activities this Quarter and Additional Notes

Phase 3 – Site Master Planning in progress, Phase 3 Inter-modal planning consultant fees and city staff administrative and management costs, ongoing through FY20 Q4. Completion at 90% of total sub-CIP. Projected billings in upcoming quarter starting at \$100,000 and estimated to decrease substantially in FY21Q3 and forward. Staff time will continue through FY21 on planning and funding.

Phase 2 - Final completion of certifications is complete. Professional Services agreements pending.

Minor Capital Improvements - A small capital project for access control to Amtrak restrooms was delayed with additional requirements imposed County Health Dept. Estimated work for construction and administration has been revised to \$60,000 for capital costs and staff time. Amtrak is contributing funds to project. Completion is slated for FY21 Q3.

Measure A Capital Projects Quarterly Status Report



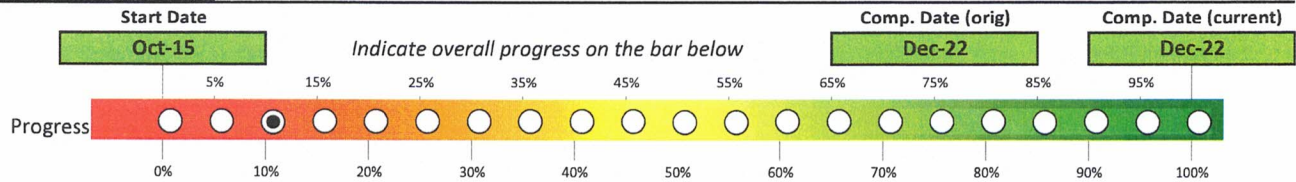
PROJECT INFO

Quarter Ended:	September 30, 2020	Fiscal Year:	2020-21	Reporting Quarter:	1
Agency:	City of Sacramento	Project Mgr:	William Shunk, Senior Engineer		
		Contact Info:	916-808-2986		
Project Name:	Interstate 5/Richards Blvd Interchange Upgrade				
Sponsor Project ID Number:	T15165100	STA Project ID Number:	A-52-CS		
Original Est. Project Cost:	\$ 90,000,000.00	Current Est. Project Cost:	\$ 90,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	-	Projected Spending	2Q:	\$	100,000.00	
Previous Contract(s) Spending:	\$	-		3Q:	\$	100,000.00	
Current Contract Amount:	\$	3,115,861.73		4Q:	\$	100,000.00	
Current Contract Spending:	\$	313,504.91		1Q:	\$	100,000.00	
Expended This Quarter:	\$	-					
Total Remaining:	\$	2,802,356.82					
					Funds leveraged using local match	\$ 3,098,000.00	

PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- | | | |
|--|---|---|
| <input type="checkbox"/> Not Started | <input type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold | <input checked="" type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input checked="" type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed |

Explanation of Activities this Quarter and Additional Notes

The project team has selected two alternatives to carry through the environmental process: Alternative 1 which will convert the existing tight-diamond interchange configuration into a diverging diamond configuration, and Alternative 3 which will convert the interchange to a diverging diamond and add braided ramps to the east side of Interstate 5. The project team has drafted a purpose and need statement and is working on the technical studies for the environmental document.



DECEMBER 10, 2020

AGENDA ITEM # 7

REAPPOINTMENT OF INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MEMBER

Action Requested: Reappoint

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

Reappoint Independent Taxpayer Oversight Committee (ITOC) member Beth Tincher for an additional four-year term.

Background

Measure A requires that an ITOC be established pursuant to Exhibit B of the Ordinance which requires the ITOC to be formed with three voting and three ex-officio members. Each voting member serves a four-year term and may serve up to eight years total.

The ex-officio members are identified as the Governing Board Chair or his/her designee, the Authority's Executive Director, and the County Auditor or his/her designee. Each ex-officio member serves throughout the program.

The voting members are required to be residents of Sacramento County and possess the following professional and/or community credentials:

- One member who is a professional – active or retired – in the field of municipal audit, finance, and/or budgeting with at least five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner – active or retired – with at least five years of demonstrated experience in the field of transportation in government and/or the private sector.
- One member who is a current or retired manager of major public and/or privately financed development or construction projects, who by training and experience would understand the complexity, costs and implementation issues involved in building large scale infrastructure improvements.

Currently, the unpaid citizen volunteers filling the voting-member positions are Joan Borucki, Robert Holderness, and Beth Tincher respectively.

Discussion

Your Board appointed Ms. Tincher to her first four-year term in October 2016 which expired in October 2020, but she would like to continue serving another four-term term for a total of eight years as allowed under the Ordinance. She has extensive experience as a development project manager and in infrastructure project delivery. She is a resident of the Carmichael area but has worked and served on various boards and committees throughout Sacramento County. She has been a valued participant in the ITOC over the last four years.



DECEMBER 10, 2020

AGENDA ITEM # 8

COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR) FOR FISCAL YEAR 2019-20

Action Requested: Receive and File

Presented By: Joan Borucki, Chair, Independent Taxpayer Oversight Committee

Key Staff: Timothy Jones

Recommendation

1. Receive an oral presentation from the Independent Taxpayer Oversight Committee (ITOC)
2. Receive and file the June 30, 2020 Comprehensive Annual Financial Report (CAFR)

Background

Under the New Measure A Ordinance, the Independent Taxpayer's Oversight Committee (ITOC) is charged with supervising annual fiscal audits performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. Using a competitive procurement process, Crowe LLP was engaged to conduct the Fiscal Year 2020 audit of all expenditures related to sales tax funds, the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP), the Sacramento Abandoned Vehicle Service Authority (SAVSA), and the Sacramento Metropolitan Freeway Service Patrol Program (SacMetro FSP). Audit results are reported to the Authority by the ITOC which may also recommend any additional audits that it believes may improve the financial operation and integrity of each program's implementation.

Discussion

The audit of the Authority's June 30, 2020 financial statements is complete. Today marks the culmination of a multi-month effort involving the ITOC, Authority staff, Measure A recipient agencies, and Crowe LLP staff. During the November ITOC meeting, audit partner, Jeff Jensen, walked the ITOC through the financial statements and audit results and noted the following:

1. STA earned an unmodified ("clean") opinion
2. No material weaknesses or significant deficiencies in internal control reported or communicated to Authority management
3. No management letter comments
4. No significant or unusual transactions
5. Accounting estimates/accruals were appropriate
6. No corrected or uncorrected misstatements/auditor adjustments

This CAFR includes the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting - our 24th consecutive year.

Joan Borucki, ITOC Chair, will present an overview of this year's financial audit.

Attachment

ITEM 8 ATTACHMENT IS A SEPERATE FILE
POSTED BELOW THIS AGENDA PACKET FILE AT
[https://www.sacta.org/calendar/sta-bod-
meeting-4rakx-k8gf8-37lmh-ff9dw-l8ffy-4n9l4-9d8zf-
p7zyd-m84xc-hkc96-z2h9m-595nl-2l8en-rypzh](https://www.sacta.org/calendar/sta-bod-meeting-4rakx-k8gf8-37lmh-ff9dw-l8ffy-4n9l4-9d8zf-p7zyd-m84xc-hkc96-z2h9m-595nl-2l8en-rypzh)



DECEMBER 10, 2020

AGENDA ITEM # 9

DECENNIAL REVIEW PUBLIC HEARING (TRANSPORTATION AGENCIES AND INTEREST GROUPS) ON POTENTIAL AMENDMENTS TO THE MEASURE A EXPENDITURE PLAN

Action Requested: Conduct Public Hearing

Key Staff: Will Kempton, Executive Director

Recommendation

Receive an oral presentation from the Executive Director on the status of the Decennial Review Process.

Conduct a public hearing with input from Transportation Agencies and Interest Groups regarding potential amendments to the Measure A Expenditure Plan.

THIS ITEM IS FOR DISCUSSION PURPOSES ONLY. NO ACTION IS PLANNED FOR TODAY'S MEETING.

Background

Section XII of Ordinance No. STA 04-01 requires that an Expenditure Plan review be conducted every ten years, beginning in 2019, to ensure that the existing transportation sales tax program reflects changing transportation needs. Given the past year's effort exploring the potential for a November 2020 transportation sales tax proposal, the Authority approved Resolution STA-20-0001 in January of this year which continued the initial ten-year review until a decision was made as to whether to place a new measure on the ballot and, if necessary, the voters decided the issue. The Authority adopted Ordinance No. STA 20-001 in April and requested that the Board of Supervisors (BOS) place a sales tax measure on the November ballot, but subsequently repealed that ordinance and withdrew the request to place a measure on the ballot in July. This decision was based on polling in late June that showed insufficient support for the measure to achieve voter approval. The Authority then approved a plan at the September meeting to re-initiate the ten-year review process.

Discussion

Section XII of the Measure A implementing Ordinance states that "Beginning in 2019, and every ten years thereafter, the Authority shall review and, where necessary propose amendments to the Expenditure Plan to meet changing transportation needs. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public."

Today marks the second in a series of three public hearings to be held in conjunction with scheduled Authority meetings over a three month period. Per Section XII of the Ordinance, this second hearing will take input from transportation agencies and interest groups in the County. The first hearing in November received input from local governments and the final hearing in January will be open to the general public.

At the end of the hearing process, staff will compile the input and develop recommendations for any proposed amendments to the Expenditure Plan for Authority consideration in February. Staff and the Measure A Professional Advisory Group (PAG) continue to work on proposed principles for the Authority's adoption which would help set a framework regarding the scope and content of any amendments. Accepting that there may be a need for some changes to the Expenditure Plan, these proposed principles will likely be based on the premise of moderation in the consideration of any suggested changes, recognizing that the original Expenditure Plan was approved by 75 percent of Sacramento County voters. Any proposed principles will be presented to the Authority prior to completion of the hearing process.

To date, we have received one comment from Caltrans. This comment letter is included as an attachment to the staff report and has been forward to the County Clerk for distribution to Authority members.

Attachment

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov



*Serious Drought.
Serious drought.
Help save water!*

December 2, 2020

Chair Darren Suen
Sacramento Transportation Authority
431 I Street, Suite 106
Sacramento, CA 95814

Dear Chair Suen:

I am writing to request that the Sacramento Transportation Authority (STA) Board exercise restraint when considering any amendments to the 2004 Measure A Ordinance and Expenditure Plan during this year's Decennial Review. The 2004 Measure A was approved by an overwhelming 75% of voters and Caltrans recommends that the STA Board retain the percentage allocations to the major categories of the Expenditure Plan and limit funding transfers between sub-categories to those necessary to implement the consensus allocation targets for the remaining capital outlay funds.

With the Board's guidance, the Measure A Program has made significant improvements to transportation in Sacramento County. Measure A has been a catalyst by funding project development and providing matching funds to leverage discretionary regional, state, and federal grants. Caltrans is anxious to continue building out the bus/carpool or managed lane network within Sacramento County to reduce congestion on freeways and the local arterial network.

Wayne Lewis and Sutha Suthahar have been active participants in STA's Professional Advisory Group (PAG) and are most familiar with the ongoing discussions about the Decennial Update. If you have any questions about Caltrans' recommendations, please do not hesitate to contact Wayne at 916-217-3791 or Sutha at 916-790-4088.

Sincerely,

A handwritten signature in blue ink, appearing to read "Amarjeet S. Benipal".

for
AMARJEET S. BENIPAL
District Director

STA Chair Suen
December 2, 2020
Page 2

- c: Will Kempton – STA by email
- Kris Balaji _ Caltrans by email
- Sutha Suthahar – Caltrans by email
- Wayne Lewis – Caltrans by email



DECEMBER 10, 2020

AGENDA ITEM # 10

EARLY ALLOCATION OF SENIOR AND DISABLED TRANSPORTATION SERVICES REVENUE TO CONSOLIDATED TRANSPORTATION SERVICES AGENCIES

Action Requested: Approve Early Allocation of Revenue

Key Staff: Will Kempton, Executive Director

Recommendation

Approve the early allocation of \$10.7 million plus interest in accumulated sales tax revenue for Senior and Disabled Transportation Services to Consolidated Transportation Services Agencies (CTSA), including Sacramento Regional Transit (SacRT) and Paratransit Incorporated (PI).

Background

Section VII of the Measure A Sacramento County Transportation Expenditure Plan 2009-2039 provides that an average of 4.5 percent of sales tax revenues collected over the life of the Measure A tax fund senior and disabled transportation services. This section further prescribes that the sales taxes dedicated to support these services shall be 3.5 percent for years 1-10 of the program, increasing to 4.5 percent for years 11-20, and then increasing to 5.5 percent for years 21-30, for an average of 4.5 percent over the program period.

The method for actual distribution of these revenues, however, has been to set aside one percent of sales tax revenues while actually allocating 3.5 percent of total taxes for this purpose in the first decennial period, with the unallocated amount held in an account to be applied to provide funding on top of the 4.5 percent made available for senior and disabled transportation services in the third decennial period. The required average of 4.5 percent is being collected and allocated for the second ten-year period. This methodology will not provide sufficient funding to meet the requirement for the last ten years of the program because the amount set aside in the first decennial period will not equal one percent of total sales tax revenue collected in the latter ten years due to higher anticipated tax collections for that period. In addition, having nearly \$11 million literally parked in an account gaining a slight amount of annual interest for the next eight and a half years makes no sense when mobility needs of senior and disabled transit users remain unmet.

Discussions with the current CTSA's in Sacramento County confirm that additional and immediate needs of the senior and disabled communities could be addressed now if these funds were made available for earlier allocation. The issue is particularly pressing when considering the reduced mobility options resulting from the COVID-19 pandemic and a more significant burden placed on potential recipients of increased investment in these services.

Discussion

In consideration of this situation, staff asked the recipient CTSA's for their recommendations on the issue and for their suggestions as to how the \$10.7 million could be put to immediate and effective use. The County's eligible CTSA's (SacRT and PI) strongly agree with early allocation of this revenue and have collaborated on a joint program that would provide \$8.6 million for vehicle purchases, operating assistance, ride quality improvements and support infrastructure for SacRT, and \$2.1 million for additional CNG buses and mobility management programs for PI. All program expenditures would benefit the senior and disabled community by providing for increased/improved services that can be quickly implemented.

At today's meeting, representatives from SacRT and PI will be in attendance to make brief presentations on the use of the funds if the Authority agrees to this early allocation proposal at this time. These presentations are attached to this staff report. On approval of the Governing Board, staff will work with the recipient CTSA's to develop agreements for Authority approval which will be brought back for your consideration at the next meeting. All remaining Measure A funding for Senior and Disabled Transit Services will be dedicated in support of CTSA's based on the 4.5 percent average allocation of sales tax revenues required in the Expenditure Plan.

Attachments

Sacramento Transportation Authority Measure A CTSA Provider

Funding available	\$10,700,000	
SacRT Total Request	\$8,600,000	80.37%
Difference	\$2,100,000	

#	Name	Description	Request	Match*	Total
1	20 SacRT Go Vehicles	Purchase 20 replacement SacRT Go paratransit vehicles. SacRT has 80 new SacRT Go vehicles and about 40 old vehicles (that are beyond their useful life). These 40 vehicles need to be replaced in order to meet the future service demand levels. Therefore, this request will seek additional funding for 20 new paratransit vehicles to meet this future demand.	\$2,600,000	\$0	\$2,600,000
2	10 SacRT Microtransit Vehicles	Purchase 10 replacement SacRT Microtransit vehicles. Approximately 20% of our microtransit riders are Senior or Disabled passengers.	\$260,000	\$1,040,000	\$1,300,000
3	Microtransit Operating Assistance	Operating Assistance for the current 9 zones. At the STA Board meeting, SacRT provided an estimated total cost of Microtransit services through 2023 at \$19.7M. Approximately 20% of those riders are Senior and Disabled, therefore this request is for \$3.9M. Which will reimburse SacRT for it's contribution to the program.	\$3,938,881	\$15,755,526	\$19,694,407
4	SacRT GO and Microtransit Ride Improvements	To procure and install equipment to improve passengers ride experience. Assuming all 165 buses will be outfitted at \$5,000 per bus. SaCRT will be looking to modify the suspension and/or vehicle interior improvements.	\$825,000	\$0	\$825,000
5	Signal System at 29th St. and 30th Street.	Improve Accessibility to bus and light rail services by making crossing improvements to the intersections of 29th St. at R and 30th St. This need has been identified by the City of Sacramento and pedestrians that are blind and low vision. Having this signal would be an improvement to this intersection for those customers to access the light rail or bus stop nearby.	\$315,000	\$3,546,345	\$3,861,345
6	SacRT Go and SacRT Smart Ride Fueling/Charging Stations	Purchase, Construct and install SacRT Go and SacRT Smart Ride Vehicle Fueling/Charging stations (2). Allocation was based on a total estimated cost of \$513,038 multiplied by a 72.7% (120 of the 165 total buses are used for Paratransit services).	\$373,119	\$0	\$513,038

7	Police Vehicles	Matching funds to purchase up to 10 replacement SacRT Police Vehicles (including equip. & the security center (20% ask). These services provide assistance to the Senior and Disabled community. This will support security and safety for the SacRT Go and Microtranist programs. An added benefit is that these vehicles provide value system wide.	\$288,000	\$1,040,000	\$1,440,000
Total			\$8,600,000	\$21,381,871	\$30,233,790

* These amounts don't represent fully secured funding.

Individual projects amount may vary by 20% (-20% to +20%) but the total funds will not exceed \$8.6 million. If the proposed projects requires funding in excess of 20%, SacRT will bring proposed changes to the STA Board for approval.

If the City of Sacramento does not receive an award by December of 2021, then SacRT will reallocate the \$315K from item #6 to the other projects on the list.

SacRT CTSA Funding Request/Needs



SacRT GO Service Needs

SacRT GO service is ADA and beyond-ADA demand-response paratransit service for qualifying individuals with disabilities.

SacRT GO Vehicles

Request: Replace 20 SacRT GO Vehicles in fleet, which are operating beyond their useful life

Replacement Cost: \$2.6 million



SmaRT Ride Service Needs

SmaRT Ride is on-demand ridesharing microtransit service. 20% of SmaRT Ride customers are passengers with disabilities or seniors. All vehicles are fully accessible to passengers using mobility devices.

Vehicle Request: 10 SmaRT Ride vehicles. \$260,000 match requested = % of ridership that is disabled/senior

Operating Assistance Request: \$3.9 million = % of ridership that is disabled/senior



SacRT GO and SmaRT Ride Needs

Items that support both the SacRT GO and SmaRT Ride programs operated through SacRT's Community Bus Division

Fueling/Charging Stations

Above ground fueling tanks to reduce fueling costs and improve efficiencies. **Request: \$373,119**

Equipment to Improve Customer Experience

Improve comfort and safety with modified suspension systems and/or vehicle interior improvements. **Request: \$825,000**

Police Vehicles

Security and police services to support SacRT Go/SmaRT Ride and other services. **Request: \$288,000 match**

Signal System 29th & 30th Streets at R Street

In partnership with the City of Sacramento, improve accessibility pedestrian crossings at 29th and R streets, and 30th and R streets, including upgraded signals and crosswalks at the currently unprotected crossings adjacent to SacRT's 29th Street Station, and other retail and office buildings.

This improvement will specifically address safety concerns raised by the blind and visually impaired community.

Match Request: \$315,000 for City of Sacramento Grant application.



Thank You



Total Requested Allocation: \$2.1 million

Paratransit, Inc.

Program Category	Amount	Description:	Matching Revenues	Total Expenditure
Capital Purchase: Fleet	\$1.1 million	Purchase of 10 CNG Class B buses (smaller cutaway bus that does not require a commercial license) for the CTSA program that serves older adults and persons with disabilities. These buses will be procured from the CalACT joint procurement contract (statewide transit association). The purchase of CNG confirms our agency commitment to cleaning the air and providing alternative fuel vehicles to reduce emissions.	This would provide all the funds for the purchase of capital projects that were cut back due to impacts to funding from COVID-19	\$1.1 million
Mobility Management Programs	\$350,000 total			
	\$100,000	Increased travel training to seniors and persons with disabilities specifically aimed at increasing ridership on SacRT light rail, fixed route service and SmaRT ride. We will work with SacRT on referrals from their eligibility process and focused rider initiatives such as SmaRT ride training, etc. This will be tracked and coded separate from existing travel instruction programs.	\$200,000 (from the larger senior disabled travel training program which includes all modes and county operators including SCT Link and Etran	\$300,000
	\$200,000	New Mobility Mentor program. This "bus buddy" program has been highly successful in the other communities we have deployed it in and it will utilize Paratransit's custom Data Management System to track and report. We will offer a two pronged approach to this program, allowing trainees to recruit their own "Mentor" to be trained to accompany them. Additionally, Paratransit will recruit and train our own list of "Mentors" who have been background checked and will travel with elderly and disabled riders on fixed route, light rail and SmaRT ride to appointments, etc. This program also covers the fare for the Mentor when performing assistance duties and reporting back the data. The rider pays their own fare.	None currently but we will be requesting \$100,000 in the Section 5307 Discretionary program and in the regional mobility programs at SACOG	\$200,000 but may increase to \$300,000
	\$50,000	New Volunteer Driver program called Connections. We are rolling this out in connection with SACOG and it is modeled after the highly successful programs we launched in Stanislaus and San Bernardino Counties. This program is supported by our customized Data Management System that was developed by Paratransit and is used across the Country. This program is especially timely with COVID-19 as persons with disabilities and the elderly look for alternatives to public transit to safely get to sensitive medical appointments, grocery shopping, etc. This program allows for reimbursement of mileage costs for trips taken by ADA (and non-ADA or age eligible) clients who utilize this program in lieu of using a more expensive ADA or non-ADA trip. They sign up and register through an on-line portal and using google maps, track all their travel destinations and purposes, file an affidavit stating the trip purpose is valid and submit for mileage based on the federal reimbursement rate.	\$60,000	\$110,000
Operational Funding for CTSA activities	\$650,000	Operational costs for the CTSA partnership program to offset the reductions in gas tax affecting the TDA funds and helping to meet the growing demand from social service agencies to sustain their transportation programs for the elderly and persons with disabilities. This program is highly cost effective and allows for increased travel to persons with reduced impact on the ADA system resulting in more people served for less \$	\$2.3 million (each year) (Request to be split over 2 fiscal years)	\$2,625,000 each year

PARATRANSIT, INC

**INCREASED FUNDING FOR CTSA
ACTIVITIES BENEFITING SENIORS AND
PERSONS WITH DISABILITIES**



Program Uses: Capital and Operating Funds



\$1.1 Million for 10 new Compressed Natural Gas (CNG) Class B buses for the CTSA program partners. These smaller CNG Buses do not require a commercial drivers license and there is increased demand from our partners for these vehicles to continue to provide trips which keep ADA eligible clients off of traditional ADA service

\$650,000 for increased Operating Expenses to offset a reduction in funding for the CTSA operations due to impacts from COVID-19. We continue to see increased need for support for these vital community partnerships and costs such as increased cleaning, fogging and other protective measures to keep the staff, passengers and vehicles safe.

Program Uses: Expanded Mobility Management for Seniors and Persons with Disabilities

\$100,000 for expanded Travel Instruction to the elderly and persons with disabilities. These funds would be targeted to measures coordinated with SacRT to promote ridership on light rail, fixed route and SmarT ride.

\$200,000 for a new Mobility Mentor Program. This “travel club” or “bus buddy” program teaches “buddies” how to travel with ADA eligible clients to help them navigate and perform their trips on fixed route, light rail or SmarT ride, reducing ADA demand and increasing mobility for the passenger.

\$50,000 for Connections, the new Volunteer Driver Program. This program provides mileage reimbursement to ADA eligible clients who are able to locate a driver to take them on a trip they would have used ADA service for.



Thank you!





DECEMBER 10, 2020

AGENDA ITEM # 11

**APPROVAL OF A RESOLUTION APPOINTING THE SACRAMENTO TRANSPORTATION
AUTHORITY EXECUTIVE DIRECTOR**

Action Requested: Approve Resolution

Key Staff: Bill Burke, Counsel

Recommendation

Approve Resolution No. STA-20-0005 appointing a new Executive Director for the Sacramento Transportation Authority effective December 11, 2020.

Background

At the November 12, 2020 meeting of the Sacramento Transportation Authority, the Governing Board adjourned to Closed Session for the purpose of interviewing final candidates for the position of Executive Director and to select an individual to assume that role beginning December 11, 2020. The Board completed the interviews, deliberated on the relative qualifications and experience of the candidates, and, by a majority vote, chose Ms. Sabrina Drago to be appointed to the position subject to agreement on the terms of employment and adoption of a resolution approving the appointment at the December meeting.

Discussion

Negotiations with Ms. Drago on the terms of employment have been successfully completed and the resolution of appointment including a summary of compensation and benefits provided through this employment is attached to this staff report. On approval of the resolution by the Governing Board, Ms. Drago's appointment will be finalized and she will assume her new position tomorrow, December 11, 2020.

Attachment

**SACRAMENTO TRANSPORTATION AUTHORITY
GOVERNING BODY
RESOLUTION NO. STA-20-0005**

A RESOLUTION APPOINTING THE STA EXECUTIVE DIRECTOR

WHEREAS, on August 14, 2020, the Sacramento Transportation Authority (STA) released an advertisement and brochure seeking candidates to fill the “at will” position of Executive Director of the STA; and

WHEREAS, the STA Governing Body has conducted interviews of several candidates for the Executive Director position; and

WHEREAS, based upon a showing of required experience, qualifications and characteristics, the STA Governing Body has selected a preferred candidate for Executive Director.

THEREFORE, BE IT RESOLVED that the STA Governing Body hereby appoints Sabrina Drago as the STA Executive Director, with a monthly salary of \$16,707.50.* Employee benefits for the Executive Director position shall be as reflected in Attachment A to this Resolution.

The foregoing resolution was passed and adopted by the Governing Board of the Sacramento Transportation Authority at a regular meeting thereof this 10th day of December, 2020, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Chairperson, Governing Board of the
Sacramento Transportation Authority

ATTEST:

Clerk of the Governing Body

*This salary is consistent with the salary range previously approved by the Board on September 16, 2020, for the Executive Director position (\$15,155.42 - \$16,707.50).

Attachment A

Resolution No. STA-20-0005

Appointment of STA Executive Director

COMPENSATION

The salary for this position is \$16,707/month

BENEFITS

- CalPERS Retirement: 2%@62 pursuant to the Public Employee Pension Reform Act (PEPRA). STA does not participate in Social Security
- Deferred Compensation: Voluntary participation in CalPERS Supplemental Income (457) Plan (no employer match)
- Vacation: 3.6 weeks annually
- Sick Leave: 15 days per year
- Holidays: 12.5 holidays per year
- Health Coverage: Employer provided cafeteria plan - \$600 per month plus 5.0% of monthly salary-equivalent to purchase CalPERS health insurance and/or dependent care (unspent cafeteria plan funds are paid to employee)
- Dental and Vision Coverage: Employer-paid dental and vision plans for employee and dependents
- Life Insurance: Employer-paid \$50,000 term life insurance policy
- Other Benefits: Bereavement leave, mileage reimbursement, employee assistance program



DECEMBER 10, 2020

AGENDA ITEM # 13

CALENDAR YEAR 2020 YEAR-END REPORT

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Recommendation

Receive a report on Calendar Year 2020 activities of the Sacramento Transportation Authority.

Background

The December meeting of the Sacramento Transportation Authority (STA) is the final one for two members of the Governing Board and for the outgoing Executive Director. With acknowledgements to County Supervisor Susan Peters and Sacramento City Council Member Steve Hansen, this report is presented to summarize STA activities over the past calendar year.

Discussion

The past year was an eventful one for the STA considering the efforts to place a new sales tax measure on the November ballot, the advent of a worldwide pandemic, the resulting disruptions to business operations, the challenges of an uncertain economy, and the impact on our local mobility system. Nonetheless, the Authority has continued to make progress on the implementation of Measure A and has been successful in dealing with some of the ongoing issues associated with the program's administration. This year-end report reviews the challenges and accomplishments of the last twelve months.

Attachment

MEASURE A
CALENDAR YEAR 2020 YEAR-END REPORT

Introduction

The year 2020 has been an extremely challenging time for everyone, and the past twelve months have also had a significant impact on the Sacramento Transportation Authority (STA, Authority) and efforts this past year to develop and implement a new transportation sales tax program in Sacramento County. This report summarizes STA program activities over the past year and discusses the challenges encountered and the progress made in administering Measure A on behalf of the residents of Sacramento County.

Compliance with Ordinance No. STA 04-01 and the Measure A Expenditure Plan

For Calendar Year 2020, funding from the Measure A one-half of one percent retail transactions and use tax and the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) has been used in accordance with the specified voter-approved transportation project improvements and programs as required by Ordinance No. STA 04-01 and the Measure A Expenditure Plan.

Proposed 2020 Measure A Program

In November of 2004, voters approved an extension of an existing 20-year half-cent sales tax to continue funding transportation needs in Sacramento County. This second sales tax measure, now referred to as Measure A, received more than 70 percent voter approval and added a 30-year extension to the County's first sales tax effort that expired on March 31, 2009.

By 2016, as transportation needs continued to grow, it was clear that additional funding would be needed to meet maintenance and rehabilitation needs for the existing system and to provide additional mobility enhancements to an inadequate countywide system. As a result, Measure B was placed on the November 2016 ballot seeking approval of an additional half-cent sales tax increment for transportation. Unfortunately, that measure failed to receive the necessary two-thirds voter support by less than a percentage point.

In 2018, two years after the failure of Measure B, the STA began another effort to secure additional funding for transportation. In September of that year, the STA

executed a contract with Townsend/Calkin/Tapio Public Affairs for public education and community outreach as a first step for moving forward with another local initiative.

In March of 2019, the STA began receiving presentations from member agencies regarding unmet transportation needs in local jurisdictions. The county's total unmet needs exceeded \$12 billion leading to a decision to pursue an additional sales tax measure for the November 2020 ballot. Recognizing that mobility needs were continuing to grow and the condition of the transportation network was declining at an accelerated pace, elected officials, business and community leaders and members of the public opted to support a new effort to increase investment in the county's road, street, highway, rail and transit systems.

With the retirement of Norm Hom as STA Executive Director, Will Kempton was asked to step into the role for the one year to help guide the effort to secure passage of a new Measure A.

New Expenditure Plan Development

In December of 2019, a draft Expenditure Plan for the proposed Measure A was presented to the STA Governing Board as part of a forty-year program that would produce an estimated \$8.2 billion in new revenue to meet county transportation needs. Following circulation of the initial proposal, staff and consultants continued to work with stakeholders to refine and develop the new plan. Five public hearings were held over the first three months of 2020, and, in March, following extensive debate on the assignment of expected revenues, a compromise was reached. The STA tentatively adopted a Measure A 2020 Expenditure Plan and approved circulation of the document to the cities and the County for consideration pursuant to Section 180206 (b) of the Public Utilities Code. The Expenditure Plan was unanimously approved by all seven city councils and the county Board of Supervisors, and an implementing Ordinance (No. STA 20-001) was adopted by the STA in May. The STA then requested that the Board of Supervisors place the measure on this year's November ballot for voter consideration.

The Pandemic Strikes

At the same time as the Authority was considering the new Expenditure Plan, the country was hit hard with the coronavirus pandemic and the first health orders and directives were issued by local jurisdictions across the nation. Given the fear and the uncertainty surrounding the spread of the virus, the economy spiraled downward and people were understandably focused on the impact of the disease. This concern and the resulting malaise was aggravated by a series of unfortunate events which led to a period of considerable social unrest throughout the early summer.

Initially, there was also a considerable anxiety regarding the impact of the economic slump on program revenue. The Self-Help Counties Coalition, a statewide organization made up of all 25 transportation sales tax agencies statewide, was projecting a loss of at least twenty percent in annual sales tax revenue. While some agencies, particularly those counties dependent on travel and tourism, have seen significant revenue reductions, Sacramento County revenues remained stable.

Decision to Withdraw the 2020 Ballot Proposal

While passage of the 2020 Measure A was never a certainty, the county's transportation needs and the support garnered for the Expenditure Plan through the development process clearly presented an opportunity for success. With a positive campaign, the measure had a chance for voter approval. Unfortunately, the lingering impacts of the pandemic and the serious concerns about the economy combined to cast a pall of uncertainty over public attitudes. Added to this negativity was a growing anti-tax sentiment and the viability of a new sales tax measure during this environment continued to diminish.

After industry-sponsored polling in late June of this year, it was determined that the measure had only a marginal chance of passage, and the STA made the difficult decision in July to repeal the implementing Ordinance and withdrew its request of the Board of Supervisors to place the measure on the ballot. Across the state, other agencies that were planning to ask the voters for additional funding made similar choices. In fact, the only two successful transportation measures in California were Measure RR in the Bay Area which added a one-eighth cent sales tax in Santa Clara, San Mateo and San Francisco counties in

support of Caltrain, and Measure DD, a one-quarter cent renewal of an existing tax for transportation programs in Sonoma County.

2019 Decennial Review

Pursuant to Section XII of Measure A Ordinance (No. STA 04-01), a decennial review of the ongoing program was initiated in late 2019 with the publishing of a 2009-2019 Decennial Report highlighting Measure A achievements in the first decade of the thirty-year program. However, the process for considering amendments, as called for in the Ordinance, was delayed by a resolution adopted by the STA on January 9, 2020, due to the effort underway for the development of a new transportation sales tax proposal for the November ballot. The resolution continued the ten-year review until after a decision as to whether a new measure would be placed on the ballot and, if necessary, the voters decided the issue. Since the 2020 Measure A was not placed on the ballot in November of this year, the Decennial Review process was re-initiated in September with public hearings scheduled for November and December of 2020 and January of 2021. Any proposed amendments will be considered in February of 2021 and the process for approving those amendments will be completed prior to June 30, 2021, as set forth in the January 2020 resolution.

2020-21 Budget

In April, the Authority was presented with a proposed budget for the 2020-21 Fiscal Year that was based on pre-COVID revenue projections. The proposal anticipated \$149.1 million in total revenue, a slight increase over the previous fiscal year. Appropriations for the year were set a just over \$140 million, a roughly 6.5 percent increase over FY 2019-20. The Board approved the FY 2020-21 budget in May.

At the time the budget was approved, it was expected that there would be significant decreases in local sales tax revenue and development fees, and a mid-year budget adjustment was anticipated. However, a drop in revenue did not occur, largely due to additional sales taxes coming from internet purchases and state and federal governmental actions to support the economy and provide a stimulus for continuing economic activity. In fact, revenues were down by only a tenth of a percent in FY 2019-20 and are projected to increase by about one and a

half percent in FY 2020-21. A budget adjustment for the current fiscal year was unnecessary.

Local Partnership Program

The 2020 Calendar Year marked the third cycle for the State's Local Partnership Program. That program consists of two components: Formulaic and Competitive. This year, Sacramento County received \$8.7 million in formulaic funding at \$2.9 million over the three fiscal years. All project requests approved by the STA Board were funded at the requested levels. On the Competitive side, the Authority's first priority project, a County proposal for South Watt Avenue, was funded as a contingency project. Conversations with senior staff at the California Transportation Commission (CTC) indicate that the project stands a good chance of being funded in this cycle due to the availability of dollars that would otherwise go to new or renewed self-help programs around the State (there were virtually no new programs in California approved by local voters). The requested amount for this project is \$13.277 million, and the STA will need to continue advocacy efforts with the CTC over this cycle period to ensure that these funds are forthcoming.

Sacramento Metropolitan Freeway Service Patrol

Judging from the positive public feedback, this is one of the STA's most popular programs. The program received an increase in revenue this year because of new funding provided by Senate Bill 1. This new money has been applied to improve existing service, but also has resulted in the expansion of service into Yolo County. No Sacramento County sales tax dollars have been spent outside of the county jurisdiction, but expanded service is a positive outcome of this program regardless of the source of money.

Sacramento Abandoned Vehicle Abatement Authority (SAVSA)

The STA also serves as the Abandoned Vehicle Abatement Authority which is responsible for overseeing the funding and operation of vehicle abatement programs in Sacramento County. The California Vehicle Code allows for the creation of an abandoned vehicle abatement (AVA) program in each of the State's 58 counties with funding coming from a one-dollar fee imposed on the annual vehicle registration in a participating county. The DMV collects the fees and

allocates the dollars to participating agencies. In Sacramento County, all seven cities and the County participate in the vehicle abatement program.

AVA programs must be authorized and/or extended every ten years, and the current authorization for Sacramento County (approved by the Board of Supervisors in 2011) expires on April 30, 2022. While there has been some discussion regarding expansion of the program to include recreational vehicles, the real issue facing the continuation of these activities is the recent classification of the registration fee for program purposes as a tax that requires a two-thirds vote of the electorate in any participating jurisdiction for approval. STA/SAVSA legal counsel has confirmed that extension of the program beyond the current expiration date is subject to this requirement. Because of the supermajority requirement for voter approval of a special tax, the path to renewal is significantly more difficult.

Although not high profile, the AVA program provides substantial benefits to local jurisdictions. In the nearly thirty years of the program's existence in Sacramento County, over 500,000 abandoned vehicles have been abated. Since no general countywide election will take place before the expiration date, there may be a gap in the availability of funding for this program if, in fact, the voters will approve the registration fee going forward at a future election.

Sacramento Countywide Transportation Mitigation Fee Program

Total Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) revenues were initially estimated at \$488 million in the Measure A Ordinance. According to recent estimates, that amount has been reduced to \$193 million, and to date, SCTMFP expenditures have been directed to the oversubscribed 30-year Capital Improvement Program. In CY 2020, initial steps were taken to begin implementation of the Smart Growth Incentive Program (SGIP). As outlined later in this report, the STA has identified 15 percent of the total estimated fee revenues (\$29 million) for the SGIP, including \$5 million for environmental mitigation for the Capital SouthEast Connector Project.

At the October STA meeting, the Authority approved a strategy for implementing a first phase of funding for the SGIP by setting aside \$5.5 million to provide matching funds for the upcoming cycle of the SACOG Community Design Grant Program. This is the first step in moving toward implementing the SGIP and will

enable recipient agencies to leverage additional grant funding through the use of these set-aside funds. The STA plans to move ahead with determining a structure and distribution mechanism for the remaining SGIP funding early in 2021.

In addition to this progress, the Authority will need to review existing Measure A project mitigation expenditures to ensure the requirements for spending 10 percent of fee revenues on Transportation Project Environmental Mitigation are met, including another \$5 million in environmental mitigation to be provided to the Connector Joint Powers Authority in the future as required by the Expenditure Plan. Finally, in CY 2021, the STA needs to adopt a five-year program for the SCTMFP, to be annually updated and approved by the Authority.

Attention to Long-Standing Issues

Following the decision to forego a November 2020 ballot initiative, staff was able to redirect attention and resources to undertake the process of developing a proposed resolution of several long-standing issues which the STA needs to consider. This effort was initially begun by Norm Hom, the previous Executive Director, and on his departure, Mr. Hom left a package of 17 memoranda regarding continuing issues which he felt needed to be addressed in 2020 and beyond. Some of these issues do not hold the significance identified in late 2019 and other issues have arisen since that time. Nonetheless, as previously stated, the conduct of regular Authority business and efforts to develop a 2020 Measure A Expenditure Plan and to gain the necessary approvals for a ballot initiative were the focus of the first seven months in 2020. However, for the last half of 2020, the Authority has made substantial progress on addressing some of the most important outstanding program issues as summarized below:

Decennial Program Review – As previously mentioned, the Decennial Review of the 2004 Measure A Program was postponed at the beginning of 2020 based on the attention being focused on a November 2020 ballot measure early in the year. Following a decision not to proceed with a new measure, that review has been reinitiated with the completion of one public hearing for Local Governments and the scheduling of additional public hearings for Transportation Agencies and Interest Groups in December and the General Public in January. Staff will be presenting the results of that public input and recommendations for moving forward with any amendments to the 2004 Measure A Expenditure Plan in

February. The Authority will forward its recommendations to city councils and the Board of Supervisors for consideration by those bodies with final approval of any amendments scheduled for May of 2021.

Capital Improvement Program – The original version of the Measure A Capital Improvement Program (CIP) established allocation amounts to ten recipient agencies for the program period (2009-2039). Some allocations were advanced ahead of the period due to early bonding against anticipated revenue. The distribution of the expected \$1.4 billion in funding to the recipient agencies was based on the estimated costs of 53 projects identified in the Expenditure Plan for which each agency was responsible. When the available funding was reduced to \$761.2 based on the loss of expected revenue and the cost of debt, planned allocation levels could not be met.

Although this shortfall in capital funding has been recognized for a number of years, the problem hasn't been addressed. This wasn't an issue until recently because there have been sufficient capital funds available to meet all funding requests and program commitments through the end of FY 2020-21. However, due to the looming shortfall of remaining funds past the end of this fiscal year, staff and members of the Professional Advisory Group rolled up their sleeves beginning in August, tackled the problem and came up with a set of recommendations ultimately approved by the Authority in October.

Even with a consensus on how remaining funds should be distributed, there is insufficient money to achieve an equitable distribution. While adjusted allocation amounts for the capital funding were developed based on the reduced revenue available, it was necessary for the STA to set proposed allocation targets for the five remaining recipient agencies who did not receive an equitable share of capital dollars. These allocation targets exceed available revenue by \$65 million due to an overall funding shortage and after setting aside required investments for the Smart Growth Incentive Program and the Transportation Project Environmental Mitigation Program. That shortfall will have to be made up through increased revenue, program savings, and a greater use of measure funding for leverage of outside dollars. The advent of a new revenue program would also resolve this issue.

The next step in this process is to program the remaining funds based on project priorities and available cash flow. That effort is underway and should be completed by mid-2021 prior to the end of the fiscal year.

Neighborhood Shuttle Program – The voter-approved Measure A Expenditure Plan establishes a Neighborhood Shuttle System and requires at least \$30 million in sales tax revenues be used to fund the development of additional Neighborhood Shuttles throughout the County. Funding has been accumulating at the rate of \$1 million a year since program inception for this purpose. In May of 2018, the STA established the program by approving grant agreements with Sacramento Regional Transit District (SacRT) and Paratransit (PI) to provide the shuttle services. After a September 2020 report to the Authority on pilot services provided through the first round of funding, the STA approved additional grant agreements to provide increased service based on program experience during the first round. This funding will continue to support this improved service through FY 2022-23.

Smart Growth Incentive Program

The Measure A Expenditure Plan requires that 15 percent of the revenues collected from new development through the SCTMFP shall be available to local jurisdictions for projects that meet certain smart growth objectives, taking into account the SACOG Community Design funding program. Current estimates of funding for the SCTMFP are \$193 million for the Measure A program period, significantly lower than the originally projected \$488 million. The lower estimate results in an availability of \$29 million for the Smart Growth Incentive Program (SGIP) which could increase if more fee revenues are realized over the life of Measure A,

To date, no fee dollars have been spent on the SGIP and there has been no development of a specific program for full implementation. However, the STA has determined that as the Measure A Program enters its second decennial period, it is necessary to begin the process for development and implementation of an effective SGIP. While this effort could take some time and could benefit from input received as part of the Decennial Review process currently underway, SACOG is preparing to initiate a new cycle of its Community Design Grant Program

(CDGP) which offers a significant opportunity to leverage additional funding for STA member agencies with matching money provided through the SGIP.

As SACOG has set a January 15, 2021 deadline for submitting grant applications for the CDGP and based on the substantial and immediate transportation needs of Measure A recipient agencies, the Authority has approved a \$5.5 million set aside of SGIP funding to be available as matching dollars for the upcoming SACOG grant cycle. This marks the first step in the process to implement the SGIP and recognizing that additional effort and collaboration will be necessary prior to bringing a final program structure to the STA for consideration, the process has been initiated and should be completed in early 2021.

Consolidated Transportation Services Agency Set-Aside

The Measure A Expenditure Plan requires that an average of 4.5 percent of sales tax revenues collected over the life of the tax be spent on senior and disabled transportation services. The Plan goes on to indicate that the sales taxes dedicated in the first 10 years shall be 3.5 percent, increasing to 4.5 percent in the second 10-year period and 5.5 percent for the final 10 years of the measure program.

As this requirement was implemented, it was determined that annual tax collections for senior and disabled services over the entire program period would be set at the average 4.5 percent with the excess one percent in the first ten years held over for application in the third ten years of the program. This approach does not appear to meet the requirements of the Expenditure Plan in that one percent of sales tax revenue in the first ten years is likely not going to be sufficient to offset an additional percent requirement in the last ten years due to the increasing amount of overall tax collections.

Sales tax receipts to date have resulted in \$10.7 million in revenue dedicated for senior and disabled transit services being sequestered in an account pending application to the program beginning in the third decennial period. In discussions with Sacramento Regional Transit (SacRT) and Paratransit, Inc. (PI), the two designated Consolidated Transportation Services Agencies, there are a number of opportunities for putting these escrowed dollars to more immediate use which would provide substantial benefits to seniors and disabled persons. A proposed concept for presentation to the STA at its December meeting is under

development, and it makes sense that the Authority would put these dollars to use rather than having them sit in a holding account, losing value, when they could be invested in benefits to a segment of the population that has significant mobility needs.

Accountability

Mandated taxpayer safeguards were incorporated in Measure A including the establishment of the Independent Taxpayer Oversight Committee (ITOC) as specified in Exhibit B of the Ordinance to ensure that all Measure funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. The ITOC holds public meetings about seven times annually.

One of the ITOC's primary missions is review the Measure's fiscal and program performance through the audit process. Annually, under the supervision of the ITOC, the Authority hires an independent audit firm to perform a comprehensive compliance and financial audit of all agency funds – Measure A sales tax and development fee activities, SacMetro FSP activities, and SAVSA activities. This effort involves ensuring effective internal controls over public assets are in place at all program agencies, ensuring funds are distributed in compliance with the Ordinance, and reviewing and testing claims submitted to STA for reimbursement. The most recent example is being presented to your Board today for the fiscal year ending June 30, 2020.

Additionally, on a periodic basis, the ITOC supervises performance audits that are based on performance standards adopted by the Authority Board for each program or project funded in whole or in part with sales tax funds. The last performance audit was completed and presented to your Board in October 2019.