



A G E N D A

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

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

THURSDAY

MAY 14, 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.

ANNOUNCEMENT

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

Members of the public are encouraged to submit public comments electronically. Public comments will be distributed to members of the Board and filed in the meeting record. Public comments may be related to a specific agenda item number or for a matter that is not posted on the agenda, referred to as an "off agenda" item.

How to make a public comment

- Email BoardClerk@saccounty.net. Include agenda item number and it is optional to include first and last name.
- Mail or drop off at 700 H Street, Suite 2450, Sacramento, CA 95814.

How to view a meeting

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.net>. There will be a rebroadcast of this meeting on Friday at 6:00 p.m. This meeting is also broadcast live on KUBU radio on 96.5 FM. A DVD copy is available for checkout through the County Library System seven to ten days following the meeting.

How to request an accommodation

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

Continued on back side →

AGENDA

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority

May 14, 2020

Page 2

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. Action Summary: Approve April 9, 2020 STA Governing Board Meeting ◀ *Jennifer Doll*
4. STA Pay Rate Schedule ◀ *Will Kempton*
5. Capital Allocation Funding Agreements ◀ *Timothy Jones*
 - City Of Sacramento (Extension)
 - City Of Rancho Cordova (Extension)
 - Capital SouthEast Connector (Extension)
 - City Of Citrus Heights (New)
6. Measure A Budget-To-Actual Reports--1st And 2nd Quarter FY20 *Timothy Jones*
7. Appropriations Limit For FY21 ◀ *Timothy Jones*
8. Sacramento County Abandoned Vehicle Abatement Program
2nd Quarter FY20 Performance Report *Jennifer Doll*
9. Revised Board Meeting Schedule For Calendar Year 2020 ◀ *Will Kempton*

SEPARATE ITEMS

10. Sacramento Transportation Authority Final Budget For FY21 ◀ *Timothy Jones*
11. Adoption Of Ordinance No. STA 20-001 And Approval Of Request To
The Board of Supervisors To Place The Measure On The November Ballot ◀ *Will Kempton*
12. Senate Bill 1 Cycle 3 Local Partnership Program Formula Shares Distribution
And Proposed Projects For Funding ◀ *Will Kempton*
13. Introduction Of Senate Bill 1 Cycle 3 Local Partnership Program Competitive
Project Nominations *Will Kempton*
14. Comments Of Authority Members *All*

◀ Denotes items that require Board action



MAY 14, 2020

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

California Transportation Commission Funding Update

The California Transportation Commission (CTC) conducted a meeting by teleconference on April 29, 2020 and approved final application and programming schedules for the Local Partnership, Solutions for Congested Corridors, Trade Corridor Enhancement and Active Transportation Programs. The schedule remains the same for the Local Partnership Program (LPP) Formulaic Program, with applications due to the CTC on June 12th. While the deadline for the LPP Competitive Program was moved back to June 30th, this change still represents an abbreviated timeline.

Staff has been working with local recipient agencies on the development of project applications for the LPP Program, and the Authority is being asked at today's meeting to approve the formula shares distribution and project selections for the LPP Formulaic Program. There will also be presentations later in the meeting from project sponsors who are seeking funding through the Competitive Program and the deadline for submittal of applications to the CTC has been moved back to June 22nd.

Application deadlines associated with the Solutions for Congested Corridors Program (SCCP), the Trade Corridor Enhancement Program (TCEP) and the Active Transportation Program have also been pushed back to July 17th, August 3rd and September 15th respectively. Nonetheless, these timelines, including the LPP application deadlines, are ambitious and we are working with our recipient agencies to quickly move forward with the application process.

As mentioned at the last meeting, The Sacramento Area Council of Governments (SACOG) has taken the lead on the SCCP (Congested Corridors) and the TCEP (Trade Corridors) and several candidate projects have been identified. Staff will continue to work with SACOG in this process and will be following the development of project applications and providing input where appropriate.

Over the last two decades, SACOG has conducted competitive regional rounds to fund transportation projects within the four-county region (Sacramento, Sutter, Yolo and Yuba Counties) that help implement the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Placer and El Dorado Counties have separate funding efforts. SACOG typically holds the four-county funding round every two years to pool enough revenues to make available at least \$100 million in discretionary transportation funding as well as to recognize the significant level of effort required for all involved parties in obtaining this funding. For 2020, SACOG is again holding a

funding round which will program the agency's next pooled share of discretionary transportation revenues. Staff plans to participate in this effort as necessary.

Some interesting statistics came out of the CTC meeting regarding the impacts of COVID 19: Transit ridership is down 70-90%, with \$2 billion in lost farebox revenue statewide. Traffic on the Golden Gate Bridge is down 70%. Overall, there has been a 35% decrease in traffic in California but a spike in speeding. Aviation has been hit hard and the Intercity Rail Industry (including the Capitol Corridor, the San Joaquin Service and the Alameda Commuter Express) has seen a 97% drop in some markets. There will also be longer-term financial challenges with a hit on fuel taxes and transportation sales taxes, although Caltrans cash balances are healthy for the short term.

Economic Stimulus

Also discussed at the last meeting, the Sacramento Transportation Authority has a potential opportunity to direct program resources to assist in the County's economic recovery from the impacts of the COVID 19 pandemic. Recognizing the positive effects that investing in infrastructure has on the economy, some of our transportation stakeholders have commissioned an economic analysis to more precisely forecast those effects. In addition, staff has initiated discussions with SACOG, our recipient agencies and other stakeholders to explore how we can focus resources from the existing sales tax measure coupled with new revenues which may become available from the proposed 2020 Measure A on a robust and effective effort to put taxpayer dollars to work as quickly as practicable to help get the local economy moving.

Change in Meeting Schedule

Given the County's budget deliberations, the Authority's next meeting scheduled for June 11th may have to be moved. Since there is pressing business for the Authority to consider in June, staff may be recommending moving the meeting to June 18th. Later in the meeting, the Authority will be asked to consider this scheduling issue.

Letter of Support for City of Rancho Cordova BUILD Grant Request

The City of Rancho Cordova is submitting an application for a federal BUILD Grant that would fund final design and other preconstruction activities for the Rancho Cordova Parkway Project with a new interchange at US Highway 50. The total cost for the final planning effort is around \$9 million and the City anticipates funding this effort with local and grant funds received through this program. The City has asked the STA to write a letter of support for this grant and staff has complied with that request (see attached). There may be BUILD Grant requests from other jurisdictions in the County (e.g., a joint request from SACOG and Caltrans for Interstate 5) and staff is coordinating with SACOG on this process and plans to communicate support for those grant applications as well.

Attachment



MAY 14, 2020

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: APRIL 9, 2020 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the April 9, 2020 meeting of the STA Governing Board.

Attachment



ACTION SUMMARY
SACRAMENTO TRANSPORTATION AUTHORITY
SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY
700 "H" STREET - SUITE 1450
SACRAMENTO, CALIFORNIA 95814
(Teleconference)

THURSDAY **April 09, 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), Paul Sandhu, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen (Chair), Susan Peters

(All members were present)

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

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

ANNOUNCEMENT

In compliance with the directives of the State, County and Centers for Disease Control and Prevention (CDC) and pursuant to the guidelines for social distancing, this meeting is closed to the public.

View Meeting

The meeting will be cablecast live on Metro Cable 14, the local government affairs channel on the Comcast, Consolidated Communications, and AT&T U-Verse cable systems. The meeting is closed-captioned and webcast at www.sacmetroable.tv. The meeting will replay Saturday at 2:00 p.m. and Sunday at 9:00 a.m. on Channel 14. The meeting is accessible from the following internet links:

- Metro Cable 14 at www.Sacmetroable.tv
- Sacramento Transportation Authority at www.Sacta.org

Public Comments

Members of the public are encouraged to submit public comments via electronic mail. Email comments will be accepted until the adjournment of the meeting, distributed to the Board of Directors, and included in the record.

Email: BoardClerk@saccounty.net

Accommodations

Requests for accommodations pursuant to the Americans with Disabilities Act (ADA) should be made with the Clerk of the Board by telephone at (916) 874-5411 (voice) and CA Relay Services 711 (for the hearing impaired), as soon as reasonably possible, prior to the meeting.

PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

1:36 PM Board Action: No public comments were made.

2. Executive Director's Report

1:36 PM Board Action: Executive Director Will Kempton provided updates regarding the 2020 Local Partnership Program funding, economic stimulus planning and changes in the presentations of Measure A 2020 Tax Expenditure Program to the various boards.

CONSENT ITEMS

3. Action Summary: March 18, 2020 STA Governing Board Meeting

1:44 PM Board Action: Kerri Howell/ Steve Hansen - Approved the Consent Matters, Items 3 through 8, as recommended with the exception of Items 6 and 8.

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

NOES: (None)

ABSTAIN: (None)

ABSENT: (None)

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

1:44 PM Board Action: PLEASE SEE ITEMS 6 AND 8 FOR BOARD ACTION.

4. Measure A FY 2019/20 2nd Quarter Capital Projects Status Reports

1:44 PM Board Action: Approved as recommended.

5. Annual Adjustment To The Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) Rates

1:44 PM Board Action: Approved as recommended.

6. Proposed STA Budget For Fiscal year 2020/21

1:48 PM Board Action: Patrick Hume/ Kerri Howell - Continued to May 14, 2020.

AYES: Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Steve Miller, Don Nottoli, Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Darren Suen

NOES: (None)

ABSTAIN: (None)

ABSENT: Darrell Steinberg

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

7. Contract Extension For Financial/Compliance Audit Services

1:44 PM Board Action: Approved as recommended.

8. Approval Of Memorandum Of Understanding For 2020 Measure A Supplemental Education/Outreach Funding

1:52 PM Board Action: Patrick Hume/ Kerri Howell - Approved the Memorandum of Understanding for 2020 Measure A Supplemental Education/Outreach funding.

AYES: Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Susan Peters, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen

NOES: Sue Frost, Garrett Gatewood, Steve Miller, Paul Sandhu

ABSTAIN: (None)

ABSENT: (None)

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

SEPARATE ITEMS

9. Introduction Of Proposed Ordinance No. STA 20-001 Regarding a Potential Transportation Sales Tax Measure

a. Introduction of Proposed Ordinance

b. Waive Full Reading Of The Ordinance

c. Continue Item to May 14, 2020 For Adoption Of The Ordinance

2:03 PM Board Action: Patrick Kennedy/ Phil Serna - Substitute motion was withdrawn.

2:43 PM Board Action: Steve Hansen/ Susan Peters - Introduced the Ordinance, waived full reading and continued to May 14, 2020 for adoption, with modifications to remove the language on Page 11, Section 23 to replace the word "may" with "shall".

AYES: Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Kennedy, Don Nottoli, Susan Peters, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen

NOES: Sue Frost, Garrett Gatewood, Patrick Hume, Steve Miller, Paul Sandhu

ABSTAIN: (None)

ABSENT: (None)

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

10. Comments Of Authority Members

2:50 PM Board Action: Director Kerri Howell stated that the climate emissions are goals and the guidelines have not been met.

Director Garrett Gatewood stated not being in support of a tax measure at a time when 20,000 constituents are without jobs in the City of Rancho Cordova.


Director Patrick Kennedy announced it is the not the time to walk away from investing in infrastructure and jobs and that based on history pumping \$8 to \$30 billion dollars into the community and the economy is going to pay off dividends far more than a half cent sales tax measure.

Director Sue Frost stated not being in support of the tax measure because of the devastating economic consequences of COVID-19, that many long time businesses are struggling to stay in business and a high number of businesses are subject to file bankruptcy.

Director Susan Peters stated that it is ultimately the decision of the voters.

Adjourned at 2:54 p.m.

Respectfully Submitted,


Alma D. Muñoz, Clerk



MAY 14, 2020

AGENDA ITEM # 4

STA PAY RATE SCHEDULE

Action Requested: Approve

Key Staff: Will Kempton, Executive Director

Recommendation

Approve an official Pay Rate Schedule for STA.

Background Information

California Code of Regulations Section 570.5 states:

- (a) For purposes of determining the amount of “compensation earnable” pursuant to Government Code Sections 20630, 20636, and 20636.1, payrate shall be limited to the amount listed on a pay schedule that meets all of the following requirements:
 - (1) Has been duly approved and adopted by the employer’s governing body in accordance with requirements of applicable public meetings laws;
 - (2) Identifies the position title for every employee position;
 - (3) Shows the payrate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
 - ...
 - (8) Does not reference another document in lieu of disclosing the payrate.

The salaries of STA’s three staff positions are indexed to comparable classifications at the County of Sacramento. **No changes in salaries or benefits are proposed or sought.**

Discussion

The STA’s three staff positions are indexed to County of Sacramento classifications as follows:

<u>STA</u>	<u>County of Sacramento</u>
Executive Director	Director of Transportation (Class Code 28904)
Chief Financial Officer	Chief Financial & Administrative Officer (Class Code 28901)
Special Programs Manager	Administrative Services Officer III (Class Code 27605)

STA employees receive the same salaries as County employees in comparable classifications as shown in the Official Pay Rate Schedule on the next page.

**Sacramento Transportation Authority
Official Pay Rate Schedule
Fiscal Year 2019/20**

Position	Equivalent County Class	Minimum Pay (Monthly)	Maximum Pay (Monthly)
Executive Director	28904	14,494.17	15,980.17
Chief Financial Officer	28901*	10,718.42	11,816.33
Special Programs Manager	27605	8,847.92	9,754.42

*Eligible for Accounting Educational Incentive pay of an additional 5% for an active CPA license



MAY 14, 2020

AGENDA ITEM # 5

MEASURE A CAPITAL PROJECT ALLOCATION & EXPENDITURE CONTRACTS

Action Requested: Authorize Executive Director

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

- Authorize the Executive Director to extend the City of Sacramento's Capital Project Allocation and Expenditure Contract.
- Authorize the Executive Director to extend the City of Rancho Cordova's Capital Project Allocation and Expenditure Contract.
- Authorize the Executive Director to extend the Capital SouthEast Connector's Capital Project Allocation and Expenditure Contract.
- Authorize the Executive Director to execute a new Capital Project Allocation and Expenditure Contract with the City of Citrus Heights.

Background Information

In August 2015, the Authority executed three-year capital allocation contracts to fund eligible projects as identified in the 2009 Expenditure Plan. Among the recipient agencies were the Cities of Sacramento and Rancho Cordova, and the Capital SouthEast Connector. The allocations by entity and project were as follows:

- The City of Sacramento – \$21,323,000 for the Intermodal Station and Richards Blvd/I-5 Interchange projects
- The City of Rancho Cordova – \$6,967,501 for the Folsom Blvd. and Sunrise Blvd. projects
- Capital SouthEast Connector – \$25,640,000

The August 2015 contracts expired in June 2018 at which time each contract was amended to allow additional time to spend the allocations. The City of Sacramento's contract was extended through June 30, 2019; the City of Rancho Cordova's through June 30, 2020; and the Capital SouthEast Connector's through June 30, 2020. In May 2019, the City of Sacramento's contract was extended again through June 30, 2020.

Discussion

There are a total of four contracts to act on today – three 12 month contract extensions – through June 30, 2021 - for those entities and projects identified within the background section of this report and one new contract for the City of Citrus Heights. The execution of these contracts is necessary to carry out the planned capital program expenditures included in the Authority's FY 2020-21 budget.

As of May 5, 2020, the amounts remaining unspent on the existing contracts are as follows:

- The City of Sacramento – Intermodal Station \$7.8 million and the Richards Blvd./I-5 Interchange \$2.8 million
- The City of Rancho Cordova – Folsom Blvd. \$1.7 million and Sunrise Blvd. \$1.3 million
- The Capital SouthEast Connector - \$8.4 million

The City of Citrus Heights is requesting funding in the budget year for improvements planned on Greenback Lane from Sunrise Blvd. to Hazel Ave. This new contract proposes funding of \$600,000. The contract term expires June 30, 2021.

Staff representing the agencies requesting contract extensions indicated that additional construction funding was leveraged using Measure A funds by timing project expenditures so that local, state, and federal money can be utilized on their projects. In some cases, that necessitated delaying some Measure A spending until the other resources were available.

Attachments

- *Original contracts brought to the Board in August 2015*
- *Contract extensions through June 30, 2021*
- *New Contract for the City of Citrus Heights expiring June 30, 2021*

SACRAMENTO TRANSPORTATION AUTHORITY
NEW MEASURE A
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT

DOWNTOWN INTERMODAL STATION (II/III)
RICHARDS BLVD / I-5 INTERCHANGE

This Contract is made as of August 27, 2015 by and between the *Sacramento Transportation Authority*, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority," and the *City of Sacramento*, hereinafter called "Entity."

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Contract is to
 - a. Provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue, including both current revenues and proceeds of Authority financings (i.e. proceeds from tax-exempt bonds, hereinafter called "Bonds") for the Capital Projects described in Section 2.
 - b. Set forth Entity's obligations with respect to the receipt and expenditure thereof.
2. Description of Capital Project. The Capital Projects funded by this Contract are:

Project design, environmental clearance, and construction to *restore the historic train station at 5th & I Streets in downtown Sacramento; construct a modern intermodal passenger transfer facility;* and integrate the facility with planned adjacent development.

Project approval, environmental documentation, and preliminary engineering to analyze project concepts and select a preferred alternative *to re-construct the Richards Boulevard interchange at Interstate 5.* The project will address the circulation, operational and safety improvements needed to address planned local and regional development.
3. Definitions. Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
 - a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. "Board" means the Governing Board of the Sacramento Transportation Authority"
 - c. "Measure A" or "New Measure A" or "Ordinance" means Sacramento Transportation Authority Ordinance No. STA 04-01.

4. Amount of Allocation and Period of Expenditure. The Board has allocated to Entity the maximum sum of \$21,323,000 for expenditure on the Capital Projects during FYs 2016, 2017, and 2018. Said sum shall be expended by Entity prior to June 30, 2018. No additional funds will be provided under this contract.
5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.
6. Tax Compliance. The Authority specifically advises the Entity that portions of the Capital Project may be financed with proceeds of Bonds issued by the Authority. These Bonds are obligations for which the interest paid to investors is excluded from gross income for federal tax purposes. Under federal tax rules, a number of requirements and restrictions must be met in order for interest on the Bonds to be treated as tax-exempt, including restrictions on the use of Bond-financed property and the investment of Bond proceeds. Such requirements and restrictions continue for the life of the Bonds. In order to ensure such compliance, the Entity hereby agrees to abide by the additional requirements as set forth in Section 7(d) below.
7. Entity Certifications
 - a. Maintenance of Effort. Entity certifies that it is currently in compliance with, and will remain in compliance throughout the term of this Contract with, the maintenance of effort requirements set forth in the Ordinance:
 - i. Entity shall not reduce the amount of its non-federal, non-state, non-Measure A transportation expenditure while receiving sales tax revenue.
 - ii. Entity shall continue to impose its non-SCTMFP transportation mitigation fees at rates that are not less than the non-SCTMFP transportation mitigation fees imposed by Entity during Fiscal Year 2008-09 unless supported by an engineering-based fee study approved by the City Council.
 - b. Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). Entity certifies that it is implementing the SCTMFP in accordance with STA Resolution STA-06-0006 and related guidelines adopted by the Board.
 - c. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Projects' design provides for routine accommodation of bicycles and pedestrians.
 - d. Tax Certifications. Entity agrees that the Capital Project is properly described in Section 2 above, and Entity expects to own all components of the Capital Project for the entire useful lives of such assets. For the same duration, Entity does not expect that any component of the Capital Project will be used by any party other than the general public or by state or local government (including use by operation, management, lease, or any preferential right). Entity shall notify

authority in the event of any change to such expectations, and agrees to consult and coordinate in good faith with Authority to preserve the tax-exempt status of any affected Bonds.

8. Disbursement of Revenues.

- a. Disbursements of revenue pursuant to this Contract shall be made on a reimbursement basis. If Entity demonstrates a need for advance payments, the STA Executive Director may advance up to 10% of the total allocation after Entity commences work and begins incurring project expenses.
- b. Claims for payment shall be submitted no more often than monthly.
- c. All claims shall be approved by Entity's Project Manager prior to submission to Authority.

9. Reporting.

- d. Entity shall submit quarterly status reports in approved STA format. Information in the status report shall include:
 - Total anticipated project cost
 - Amount funded to date
 - Expenditures by quarter
 - Project status
- e. Quarterly status reports will be due to the Accounting Manager 30 days after the end of each calendar quarter.

10. Audits.

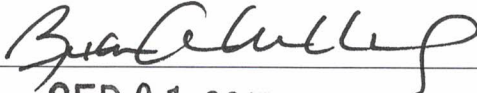
- f. STA staff will review progress payment claims on a selected basis.
- g. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
- h. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board shall reallocate any funds so withheld for other Measure A capital projects.


11. Cost Variations. In the event the actual Measure A cost of the Capital Project is less than the allocation, the excess funds shall be returned to the Authority for reallocation in accordance with the Ordinance. First preference for reallocation shall be other Measure A capital projects being managed by Entity.

12. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff in connection with administration of this Contract.
13. Signs. Entity shall post reflective signs at the Capital Project site while open for public use stating that the project is funded with Measure A funds. The signs shall be substantially similar to the sample depicted in Attachment A.
14. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

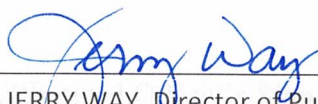
The parties promise and agree to abide by the terms of this Contract as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY


By 
 Date: SEP 01 2015

Attested By: 
 Dawn Bullwinkel
 Assistant City Clerk
10-19-15

CITY OF SACRAMENTO

By: 
 (JERRY WAY, Director of Public Works
 FOR
 JOHN SHIREY, City Manager

 (Officer's Title)


 APPROVED AS TO FORM:
 CITY ATTORNEY



SACRAMENTO TRANSPORTATION AUTHORITY
NEW MEASURE A
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT

FOLSOM BOULEVARD STREETScape (II)
SUNRISE BOULEVARD WIDENING

This Contract is made as of August 27, 2015 by and between the *Sacramento Transportation Authority*, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called “Authority”, and the *City of Rancho Cordova*, hereinafter called “Entity.”

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Contract is to:
 - a. Provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue, including both current revenues and proceeds of Authority financings (i.e. proceeds from tax-exempt bonds, hereinafter called “Bonds”) for the Capital Project described in Section 2.
 - b. Set forth Entity’s obligations with respect to the expenditure thereof.
2. Description of Capital Projects. The Capital Project funded by this Contract is:
 - a. Construction of landscaped medians, frontage improvements including hardscape and landscaping, ADA improvements, improved access for pedestrians and bicyclists, street furniture, lighting, and traffic signals on *Mather Field Road between Peter McCuen Blvd. and Folsom Blvd. and on Folsom Blvd. between Bradshaw Road and Sunrise Blvd.*
 - b. Feasibility studies, design, engineering, and environmental clearance; Right-of-Way acquisition; and construction of improvements on *Sunrise Blvd. between the American River and Jackson Road.* Widen to six lanes, intersection improvements, new turn lanes and operational improvements, extension and bridge connection at International Drive, and bridge construction at Jackson Road. Includes landscaped medians; frontage improvements with hardscape and landscape; ADA improvements; improved pedestrian and bicycle access; and street furniture and lighting.
3. Definitions. Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
 - a. “Act” means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.

- b. “Board” means the Governing Board of the Sacramento Transportation Authority”
 - c. “Measure A” or “New Measure A” or “Ordinance” means Sacramento Transportation Authority Ordinance No. STA 04-01.
4. Amount of Allocation and Period of Expenditure. The Board has allocated to Entity the maximum sum of **\$5,495,000** for expenditure on the Capital Projects during FYs 2016, 2017, and 2018. Said sum, along with **\$1,472,501** rolled over from the prior contract period, shall be expended by Entity prior to June 30, 2018. No additional funds will be provided under this contract.
5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.
6. Tax Compliance. The Authority specifically advises the Entity that portions of the Capital Project may be financed with proceeds of Bonds issued by the Authority. These Bonds are obligations for which the interest paid to investors is excluded from gross income for federal tax purposes. Under federal tax rules, a number of requirements and restrictions must be met in order for interest on the Bonds to be treated as tax-exempt, including restrictions on the use of Bond-financed property and the investment of Bond proceeds. Such requirements and restrictions continue for the life of the Bonds. In order to ensure such compliance, the Entity hereby agrees to abide by the additional requirements as set forth in Section 7(d) below.
7. Entity Certifications
- a. Maintenance of Effort. Entity certifies that it is currently in compliance with, and will remain in compliance throughout the term of this Contract with, the maintenance of effort requirements set forth in the Ordinance:
 - i. Entity shall not reduce the amount of its non-federal, non-state, non-Measure A transportation expenditure while receiving sales tax revenue.
 - ii. Entity shall continue to impose its non-SCTMFP transportation mitigation fees at rates that are not less than the non-SCTMFP transportation mitigation fees imposed by Entity during Fiscal Year 2008-09, unless supported by an engineering-based fee study approved by the City Council.
 - b. Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). Entity certifies that it is implementing the SCTMFP in accordance with STA Resolution STA-06-0006 and related guidelines adopted by the Board.

- c. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Project design provides for routine accommodation of bicycles and pedestrians.
- d. Tax Certifications. Entity agrees that the Capital Project is properly described in Section 2 above, and Entity expects to own all components of the Capital Project for the entire useful lives of such assets. For the same duration, Entity does not expect that any component of the Capital Project will be used by any party other than the general public or by state or local government (including use by operation, management, lease, or any preferential right). Entity shall notify authority in the event of any change to such expectations, and agrees to consult and coordinate in good faith with Authority to preserve the tax-exempt status of any affected Bonds.

8. Disbursement of Revenues.

- a. Disbursements of revenue pursuant to this Contract shall be made on a reimbursement basis. If Entity demonstrates a need for advance payments, the STA Executive Director may advance up to 10% of the total allocation after Entity commences work and begins incurring project expenses.
- b. Claims for payment shall be submitted no more often than monthly.
- c. All claims shall be approved by Entity's Project Manager prior to submission to STA.

9. Reporting.

- a. Entity shall submit quarterly status reports in approved STA format. Information in the status report shall include:
 - Total anticipated project cost
 - Amount funded to date
 - Expenditures by quarter
 - Project status
- b. Quarterly status reports will be due to the Accounting Manager 30 days after the end of each calendar quarter.

10. Audits.

- a. STA staff will review progress payment claims on a selected basis.
- b. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.

- c. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board shall reallocate any funds so withheld for other Measure A capital projects.
11. Cost Variations. In the event the actual Measure A cost of the Capital Project is less than the allocation, the excess funds shall be returned to the Authority for reallocation in accordance with the Ordinance. First preference for reallocation shall be other Measure A capital projects being managed by Entity.
 12. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff in connection with administration of this Contract.
 13. Signs. Entity shall post reflective signs at the Capital Project sites while they are open for public use stating that the project is funded with Measure A funds. The signs shall be substantially similar to the sample depicted in Attachment A.
 14. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.


The parties promise and agree to abide by the terms of this Contract as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY

By: 

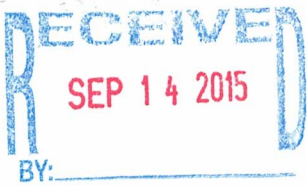
Dated: SEP 01 2015

CITY OF RANCHO CORDOVA

By: 
(Authorized Officer's Signature)

ALBERT STRICKER
(Officer's Printed Name)

INTERIM PUBLIC WORKS DIRECTOR
(Officer's Title)



SACRAMENTO TRANSPORTATION AUTHORITY
NEW MEASURE A
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT

CAPITAL SOUTHEAST CONNECTOR PROJECT

This Contract is made as of August 27, 2015 by and between the *Sacramento Transportation Authority*, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority", and the *Capital Southeast Connector Authority* hereinafter called "Entity."

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Contract is to:
 - a. Provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue, including both current revenues and proceeds of Authority financings (i.e. proceeds from tax-exempt bonds, hereinafter called "Bonds") for the Capital Project described in Section 2.
 - b. Set forth Entity's obligations with respect to the expenditure thereof.
2. Description of Capital Project. The Capital Project funded by this Contract is:

Design, engineering, environmental clearance, environmental mitigation, Right-of-Way acquisition, and construction of *a multimodal transportation corridor connecting the Cities of Elk Grove, Rancho Cordova, and Folsom in the southern and eastern portions of Sacramento County*; including general agency administration functions as defined in Sections 3 and 8, below.
3. Definitions. Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
 - a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. "Board" means the Governing Board of the Sacramento Transportation Authority"
 - c. "General Administration" means functions and activities required to operate and manage the Entity that are not directly associated with delivery and construction of the capital project.
 - d. "Measure A" or "New Measure A" or "Ordinance" means Sacramento Transportation Authority Ordinance No. STA 04-01.

4. Amount of Allocation and Period of Expenditure. The Board has allocated to Entity the maximum sum of **\$25,640,000** for expenditure on the Capital Project during FYs 2016, 2017, and 2018. Said sum, along with \$17,088 rolled over from the prior contract period, shall be expended by Entity prior to June 30, 2018. No additional funds will be provided under this contract.
5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.
6. Tax Compliance. The Authority specifically advises the Entity that portions of the Capital Project may be financed with proceeds of Bonds issued by the Authority. These Bonds are obligations for which the interest paid to investors is excluded from gross income for federal tax purposes. Under federal tax rules, a number of requirements and restrictions must be met in order for interest on the Bonds to be treated as tax-exempt, including restrictions on the use of Bond-financed property and the investment of Bond proceeds. Such requirements and restrictions continue for the life of the Bonds. In order to ensure such compliance, the Entity hereby agrees to abide by the additional requirements as set forth in Section 7(c) below.
7. Entity Certification
 - a. Maintenance of Effort. Entity certifies that it is currently in compliance, and will remain in compliance throughout the term of this Contract, with the maintenance of effort requirements set forth in the Ordinance.
 - b. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Project is designed to reasonably accommodate bicycle and pedestrian travel.
 - c. Tax Certifications. Entity agrees that the Capital Project is properly described in Section 2 above, and Entity expects to own all components of the Capital Project for the entire useful lives of such assets. For the same duration, Entity does not expect that any component of the Capital Project will be used by any party other than the general public or by state or local government (including use by operation, management, lease, or any preferential right). Entity shall notify authority in the event of any change to such expectations, and agrees to consult and coordinate in good faith with Authority to preserve the tax-exempt status of any affected Bonds.

8. Disbursement of Revenues

- a. Disbursements of revenue pursuant to this contract for *general administration* expenses shall be made from current (pay-go) funds as they are received from the State Board of Equalization or the Authority's trustee (currently monthly). The cumulative annual disbursement will not exceed \$175,000 for FY 2016; \$150,000 for FY 2017; and \$100,000 for FY 2018. Future-year annual disbursements for general administration purposes are subject to approval by the Board.
- b. Disbursements of revenue pursuant to this Contract for *capital* expenses shall be made on a reimbursement basis. If Entity demonstrates a need for advance payments, the STA Executive Director may advance up to 10% of the total allocation after Entity commences work and begins incurring project expenses.
- c. Claims for reimbursement of eligible capital expenses shall be submitted no more often than monthly.
- d. All claims shall be approved by Entity's Measure A manager prior to submission to Authority.

9. Reporting.

- a. Entity shall submit quarterly status reports in approved STA format. Information in the status report shall include:
 - Total anticipated project or project component cost
 - Amount funded to date
 - Expenditures by quarter
 - Project status
- b. Quarterly status reports will be due to the Accounting Manager 30 days after the end of each calendar quarter.

10. Audits.

- a. STA staff will review progress payment claims on a selected basis.
- b. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
- c. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board shall reallocate any funds so withheld for other Measure A capital projects.

11. Cost Variations. In the event the actual Measure A cost of the Capital Project is less than the allocation, the excess funds shall be returned to the Authority for reallocation in accordance with the Ordinance. First preference for reallocation shall be other Measure A capital projects being managed by Entity.
12. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff in connection with administration of this Contract.
13. Signs. Entity shall post reflective signs at the Capital Project site while open for public use stating that the project is funded with Measure A funds. The signs shall be substantially similar to the sample depicted in Attachment A.
14. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

The parties promise and agree to abide by the terms of this Contract as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY

By 
 SEP 01 2015

Dated: _____

CAPITAL SOUTHEAST CONNECTOR AUTHORITY

By: 
 (Authorized Officer's Signature)

Tom Zlotkowski
 (Officer's Printed Name)

Executive Director
 (Officer's Title)

**NO COST EXTENSION OF THE AUGUST 27, 2015
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY
AND THE CITY OF SACRAMENTO REGARDING THE
DOWNTOWN INTERMODAL STATION (II/III) AND THE RICHARDS
BOULEVARD/INTERSTATE 5 INTERCHANGE PROJECTS**

THIS THIRD AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2020, by and between the SACRAMENTO TRANSPORTATION AUTHORITY, a local transportation authority formed pursuant to the provisions of Public Utilities Code section 180000, et seq. (hereinafter referred to as "AUTHORITY"), and the CITY OF SACRAMENTO, a municipal corporation (hereinafter referred to as "ENTITY").

RECITALS

WHEREAS, in 2004, the electors of Sacramento County approved, by two-thirds vote, sales tax Measure 'A' and Authority Ordinance No. 04-01 ("Measure A Ordinance"); and

WHEREAS, the Measure A Ordinance includes the "Sacramento County Transportation Expenditure Plan 2009–2039" ("Expenditure Plan"); and

WHEREAS, the Expenditure Plan includes the following two capital improvement projects: Downtown Intermodal Station and Richards Boulevard/Interstate 5 Interchange ("Projects"); and

WHEREAS, AUTHORITY and ENTITY are parties to an August 27, 2015 Capital Project Allocation and Expenditure Contract for the Projects ("Contract"); and

WHEREAS, Section 4 of the Contract requires that ENTITY expend its capital allocation prior to June 30, 2018; and

WHEREAS, AUTHORITY, on June 14, 2018, amended Contract by adding an additional twelve (12) months to the length of the term to June 30, 2019; and

WHEREAS, AUTHORITY, on May 9, 2019, amended Contract by adding an additional twelve (12) months to the length of the term to June 30, 2020; and

WHEREAS, ENTITY requires additional time to expend the funds allocated in the Contract on eligible Project costs.

NOW, THEREFORE, in consideration of the conditions herein contained, AUTHORITY and ENTITY do hereby agree to amend the Contract as follows:

AGREEMENT

1. Section 4 of the Contract is amended to add an additional twelve (12) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2021; and
2. All other terms and conditions not changed by this Amendment remain in full force and effect.

IN WITNESS THEREOF, the parties hereto have executed this Amendment as of the date indicated below.

CITY OF SACRAMENTO

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

Will Kempton
Executive Director

Printed Name and Title

Date

Date

**NO COST EXTENSION OF THE AUGUST 27, 2015
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY
AND THE CITY OF RANCHO CORDOVA REGARDING
FOLSOM BLVD STREETScape (II) AND SUNRISE BLVD WIDENING**

THIS SECOND AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2020, by and between the SACRAMENTO TRANSPORTATION AUTHORITY, a local transportation authority formed pursuant to the provisions of Public Utilities Code section 180000, et seq. (hereinafter referred to as "AUTHORITY"), and the CITY OF RANCHO CORDOVA (hereinafter referred to as "ENTITY").

RECITALS

WHEREAS, in 2004, the electors of Sacramento County approved, by two-thirds vote, sales tax Measure 'A' and Authority Ordinance No. 04-01 ("Measure A Ordinance"); and

WHEREAS, the Measure A Ordinance includes the "Sacramento County Transportation Expenditure Plan 2009–2039" ("Expenditure Plan"); and

WHEREAS, the Expenditure Plan includes a capital improvement project on Folsom Boulevard between Bradshaw Road and Sunrise Boulevard ("Project"); and

WHEREAS, AUTHORITY and ENTITY are parties to a August 27, 2015 Capital Project Allocation and Expenditure Contract for the Project ("Contract"); and

WHEREAS, Section 4 of the Contract requires that ENTITY expend its capital allocation prior to June 30, 2018; and

WHEREAS, AUTHORITY, on June 14, 2018 amended Contract by adding an additional twenty-four (24) months to the length of the term to June 30, 2020; and

WHEREAS, ENTITY requires additional time to complete Project.

NOW, THEREFORE, in consideration of the conditions herein contained, AUTHORITY and ENTITY do hereby agree as follows:

AGREEMENT

1. Section 4 of the Contract is amended to add an additional (12) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2021; and
2. All other terms and conditions not changed by this Amendment remain in full force and effect.

IN WITNESS THEREOF, the parties hereto have executed this Amendment as of the date indicated below.

CITY OF RANCHO CORDOVA

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

WILL KEMPTON
Executive Director

Printed Name and Title

Date

Date

**NO COST EXTENSION OF THE AUGUST 27, 2015
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY AND
THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY**

THIS SECOND AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2020, by and between the SACRAMENTO TRANSPORTATION AUTHORITY, a local transportation authority formed pursuant to the provisions of Public Utilities Code section 180000, et seq. (hereinafter referred to as "AUTHORITY"), and the CAPITAL SOUTHEAST CONNECTOR AUTHORITY, a joint powers authority (hereinafter referred to as "ENTITY").

RECITALS

WHEREAS, in 2004, the electors of Sacramento County approved, by two-thirds vote, sales tax Measure 'A' and Authority Ordinance No. 04-01 ("Measure A Ordinance"); and

WHEREAS, the Measure A Ordinance includes the "Sacramento County Transportation Expenditure Plan 2009–2039" ("Expenditure Plan"); and

WHEREAS, the Expenditure Plan includes design, environmental clearance, environmental mitigation, right-of-way acquisition, and construction of a multimodal transportation corridor connecting the Cities of Elk Grove, Ranch Cordova, and Folsom in the southern and eastern portions of Sacramento County, currently known as the Capital SouthEast Connector ("Project"); and

WHEREAS, AUTHORITY and ENTITY are parties to an August 27, 2015 Capital Project Allocation and Expenditure Contract for the Project ("Contract"); and

WHEREAS, Section 4 of the Contract requires that ENTITY expend its capital allocation prior to June 30, 2018; and

WHEREAS, AUTHORITY, on June 14, 2018 amended Contract by adding an additional twenty-four (24) months to the length of the term to June 30, 2020; and

WHEREAS, ENTITY requires additional time to expend the funds allocated in the Contract on eligible Project costs.

NOW, THEREFORE, in consideration of the conditions herein contained, AUTHORITY and ENTITY do hereby agree to amend the Contract as follows:

AGREEMENT

1. Section 4 of the Contract is amended to add an additional twelve (12) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2021; and
2. All other terms and conditions not changed by this Amendment remain in full force and effect.

IN WITNESS THEREOF, the parties hereto have executed this Amendment as of the date indicated below.

**CAPITAL SOUTHEAST CONNECTOR
AUTHORITY**

**SACRAMENTO TRANSPORTATION
AUTHORITY**

DEREK MINNEMA, Executive Director

WILL KEMPTON, Executive Director

Date

Date

CONTRACT STA-20-CAE-00X

**Capital Allocation and Expenditure Contract
For City of Citrus Heights Measure A Transportation Capital Projects**

This Contract is made as of _____ by and between the **Sacramento Transportation Authority**, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority", and the **City of Citrus Heights**, hereinafter called "Entity."

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Contract is to:
 - a. Provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue, including both current revenues and proceeds of Authority financings (i.e. proceeds from tax-exempt bonds, hereinafter called "Bonds") for the Capital Projects described in Section 2.
 - b. Set forth Entity's obligations with respect to the receipt and expenditure thereof.
2. Description of Capital Project. The Capital Project funded by this Contract is:
 - a. GREENBACK LANE/SUNRISE BLVD. TO FAIR OAKS BLVD. - traffic signal upgrades and modifications, ADA, pedestrian, bicycle and transit enhancements, drainage improvements, and pavement restoration.
3. Definitions. Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
 - a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. "Board" means the Governing Board of the Sacramento Transportation Authority.
 - c. "Measure A" or "New Measure A" or "Ordinance" means Sacramento Transportation Authority Ordinance No. STA 04-01.
4. Amount of Allocation and Period of Expenditure. The Board has allocated to Entity the maximum sum of **\$600,000** for expenditure on the Capital Projects through June 30, 2021. No additional funds will be provided under this contract.

5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.
6. Tax Compliance. The Authority specifically advises the Entity that portions of the Capital Project may be financed with proceeds of Bonds issued by the Authority. These Bonds are obligations for which the interest paid to investors is excluded from gross income for federal tax purposes. Under federal tax rules, a number of requirements and restrictions must be met in order for interest on the Bonds to be treated as tax-exempt, including restrictions on the use of Bond-financed property and the investment of Bond proceeds. Such requirements and restrictions continue for the life of the Bonds. To ensure such compliance, the Entity hereby agrees to abide by the additional requirements as set forth in Section 7(c) below.
7. Entity Certifications.
 - a. Maintenance of Effort. Entity certifies that it is currently in compliance with, and will remain in compliance throughout the term of this Contract with, the maintenance of effort requirements set forth in the Ordinance:
 - i. Entity shall not reduce the amount of its non-federal, non-state, non-Measure A transportation expenditure while receiving sales tax revenue.
 - ii. Entity shall continue to impose its non-SCTMFP transportation mitigation fees at rates that are not less than the non-SCTMFP transportation mitigation fees imposed by Entity during Fiscal Year 2008-09, unless supported by an engineering-based fee study approved by the County Board of Supervisors.
 - b. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Projects' design provides for routine accommodation of bicycles and pedestrians.
 - c. Tax Certifications. Entity agrees that the Capital Project is properly described in Section 2 above, and Entity expects to own all components of the Capital Project for the entire useful lives of such assets. For the same duration, Entity does not expect that any component of the Capital Project will be used by any party other than the general public or by state or local government (including use by operation, management, lease, or any preferential right). Entity shall notify authority in the event of any change to such expectations and agrees to consult and coordinate in good faith with Authority to preserve the tax-exempt status of any affected Bonds.
8. Disbursement of Revenues.
 - a. Disbursements of revenue pursuant to this Contract shall be made on a reimbursement basis. If Entity demonstrates a need for advance payments, the STA Executive Director

may advance up to 10 percent of the total allocation after Entity commences work and begins incurring project expenses.

- b. Claims for payment shall be submitted no more often than monthly.
- c. All claims shall be approved by Entity's Project Manager prior to submission to Authority.

9. Reporting.

- a. Entity shall submit quarterly status reports in approved STA format. Information in the status report shall include:
 - Total anticipated project cost
 - Amount funded to date
 - Expenditures by quarter
 - Project status
- b. Quarterly status reports will be due to the Authority thirty (30) days after the end of each calendar quarter.

10. Audits.

- a. STA staff will review progress payment claims on a selected basis.
- b. Annual audits of the STA will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
- c. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board may reallocate any funds so withheld for other Measure A capital projects.

11. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff relating to administration of this Contract.

12. Signs. Entity shall post reflective signs at Capital Project sites while they are open for public use stating that the project is funded with Measure A funds. The signs must be approved by the STA Executive Director.

13. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of

them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

14. Amendments. The terms of this Contract may be modified only upon mutual execution of a written amendment, signed by Entity and Authority.

The parties promise and agree to abide by the terms of this Contract as set forth above.

CITY OF CITRUS HEIGHTS

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

WILL KEMPTON, Executive Director

Printed Name and Title

Date

Date



MAY 14, 2020

AGENDA ITEM # 6

MEASURE A BUDGET-TO-ACTUAL REPORTS – 1ST AND 2ND QUARTER FISCAL YEAR 2020

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 and second quarters of fiscal year 2020 – the periods ending September 30, 2019 and December 31, 2019 respectively.

Notable variances for the period ending September 30, 2019:

1. Sales tax revenue was higher than expected by \$1.1 million. Supporting the increase was robust construction activity throughout the region and historically low unemployment.
2. Measure A allocations were higher than expected by \$906,000 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 \$2.5 million but expected to increase later in the fiscal year.

Notable variances for the period ending December 31, 2019:

1. Sales tax revenue continued the trend during the first quarter by coming in \$4.8 million higher than budgeted. This was indicative of continued robust construction activity and low unemployment.
2. Measure A allocations were higher as well - \$3.8 million – for the reason cited in the first quarter.
3. Capital program expenditures increased during the quarter but were still \$1.8 million less than expected. Increased activity is anticipated later in the fiscal year.

Attachments

BUDGET TO ACTUAL ANALYSIS
STA General Fund
Quarter Ending September 30, 2019 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$131,773,144	\$32,943,286	\$34,094,342	\$1,151,056	good
Mitigation Fees	7,000,000	-	-	-	good
Interest	4,500,000	1,125,000	1,216,956	91,956	good
Total Revenue	143,273,144	34,068,286	35,311,297	1,243,011	see above
Beginning Fund Balance	48,655,679	52,136,617	52,136,617	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,928,823	\$86,204,903	\$87,447,914	\$1,243,011	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$103,951,563	\$25,987,891	\$26,894,043	(\$906,152)	allocations are a percentage of sales tax - which is higher so allocations are too
Capital Improvement Program	22,488,454	5,622,114	3,072,838	2,549,276	expecting increased expenditures later in the fiscal year
Total Appropriations	\$126,440,017	\$31,610,004	\$29,966,881	\$1,643,123	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(23,640,000)	(5,910,000)	(5,970,625)	(60,625)	good
Total Financing Sources (Uses)	(\$23,640,000)	(\$5,910,000)	(\$5,970,625)	(\$60,625)	see above
Ending Fund Balance	\$41,848,806	\$48,684,899	\$51,510,409	-	

BUDGET TO ACTUAL ANALYSIS

STA Administration

Quarter Ending September 30, 2019 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Sales Tax	\$970,520	\$242,630	\$251,173	\$8,543	good
Other	50	15	15	-	good
Total Revenue	970,570	242,645	251,189	8,543	see above
Beginning Fund Balance	837,864	861,894	861,894	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,808,434	\$1,104,539	\$1,113,083	\$8,543	see above

Appropriations:

Salaries and Benefits	\$484,327	\$121,082	\$184,590	(\$63,509)	overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Rent	24,635	6,159	9,300	(3,141)	overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Conferences and Travel	6,950	9	9	-	no cap-to-cap this year
Insurance	7,066	7,066	10,803	(3,737)	overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Professional Services	263,450	65,863	79,360	(13,497)	billing for some services provided by outreach consultant delayed until FY 20
I/TOC	101,850	81,480	76,000	5,480	good
Other Operating Expenditures	11,050	2,763	3,966	(1,204)	good
Total Appropriations	\$899,328	\$284,421	\$364,029	(\$79,608)	see above
Ending Fund Balance	\$909,106	\$820,119	\$749,054	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending September 30, 2019 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$2,201,222	\$0	\$0	\$0	state allocation received later in fiscal year
CVR-SAFE*	688,000	748,000	748,000	-	good
Total Revenue	2,889,222	748,000	748,000	-	see above
Beginning Fund Balance	47,739	388,196	388,196	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$2,936,961	\$1,136,196	\$1,136,196	\$0	see above
Appropriations:					
Salaries and Benefits	\$141,176	\$35,294	\$32,107	\$3,187	good
Overhead	45,046	-	-	-	most overhead will be billed later in the fiscal year
Conferences and Travel	1,650	-	-	-	good
Communications	50,210	12,553	8,785	3,767	good
Other Operating Expenditures	4,350	4,041	4,041	-	good
Contractors	2,676,317	669,079	493,417	175,663	FSP vendor lost contract, reducing costs
Total Appropriations	\$2,918,749	\$720,967	\$538,349	\$182,617	see above
Ending Fund Balance	\$18,212	\$415,229	\$597,847	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending September 30, 2019 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Vehicle License Fees	\$1,259,939	\$344,038	\$344,038	\$0	good
Interest	400	-	-	-	good
Total Revenue	1,260,339	344,038	344,038	-	See above
Beginning Fund Balance	85,919	167,490	167,490		actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,346,258	\$511,528	\$511,528	-	

Appropriations:

Contributions to SAVSA Entities	\$1,237,439	\$333,564	\$333,564	-	Good
Salaries and Overhead	22,896	-	-	-	Good
Total Appropriations	\$1,260,335	\$333,564	\$333,564	\$0	See above
Ending Fund Balance	\$85,923	\$177,963	\$177,963	-	

BUDGET TO ACTUAL ANALYSIS
STA General Fund
Quarter Ending December 31, 2019 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$131,773,144	\$65,886,572	\$70,657,397	\$4,770,825	sales tax trending higher - implementation of phase II internet sales tax
Mitigation Fees	7,000,000	3,500,000	4,109,583	609,583	good
Interest	4,500,000	2,250,000	2,732,516	482,516	good
Total Revenue	143,273,144	71,636,572	77,499,496	5,862,924	See above
Beginning Fund Balance	48,655,679	52,136,617	52,136,617	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,928,823	\$123,773,189	\$129,636,113	\$5,862,924	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$103,951,563	\$51,975,782	\$55,731,546	(\$3,755,765)	allocations are a percentage of sales tax - which is higher so allocations are too
Capital Improvement Program	22,488,454	11,244,227	9,449,208	\$1,795,019	expecting increased expenditures later in the fiscal year
Total Appropriations	\$126,440,017	\$63,220,009	\$65,180,754	(\$1,960,746)	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(23,640,000)	(15,870,000)	(15,196,257)	673,743	good
Total Financing Sources (Uses)	(\$23,640,000)	(\$15,870,000)	(\$15,196,257)	\$673,743	see above
Ending Fund Balance	\$41,848,806	\$44,683,181	\$49,259,102	-	

BUDGET TO ACTUAL ANALYSIS

STA Administration

Quarter Ending December 31, 2019 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Sales Tax	\$970,520	\$242,630	\$251,173	\$8,543	Good
Other	50	15	15	-	Good
Total Revenue	970,570	242,645	251,189	8,543	See above
Beginning Fund Balance	837,864	861,894	861,894	-	Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,808,434	\$1,104,539	\$1,113,083	\$8,543	See above

Appropriations:

Salaries and Benefits	\$484,327	\$121,082	\$184,590	(\$63,509)	Overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Rent	24,635	6,159	9,300	(3,141)	Overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Conferences and Travel	6,950	1,738	9	1,728	Good
Insurance	7,066	7,066	10,803	(3,737)	Overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Professional Services	263,450	65,863	79,360	(13,497)	Billing for some services provided by outreach consultant deferred from FY19 to FY20
ITOC	101,850	81,480	76,000	5,480	good
Other Operating Expenditures	11,050	2,763	3,966	(1,204)	Good
Total Appropriations	\$899,328	\$286,149	\$364,029	(\$77,880)	see above
Ending Fund Balance	\$909,106	\$818,390	\$749,054	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending December 31, 2019 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$2,201,222	\$235,493	\$235,493	\$0	state allocations will increase later in fiscal year
CVR-SAFE*	688,000	748,000	748,000	-	good
Total Revenue	2,889,222	983,493	983,493	-	see above
Beginning Fund Balance	47,739	388,196	388,196	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$2,936,961	\$1,371,689	\$1,371,689	\$0	see above
Appropriations:					
Salaries and Benefits	\$141,176	\$70,588	\$69,627	\$961	good
Overhead	45,046	28,072	28,072	-	good
Conferences and Travel	1,650	-	-	-	conference spring 2020
Communications	50,210	50,210	49,206	1,004	most communications billed in first half of fiscal year
Other Operating Expenditures	4,350	4,157	4,157	-	good
Contractors	2,676,317	1,200,000	884,675	315,325	FSP vendor lost contract, reducing costs
Total Appropriations	\$2,918,749	\$1,353,027	\$1,035,738	\$317,290	see above
Ending Fund Balance	\$18,212	\$18,662	\$335,952	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending December 31, 2019 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Vehicle License Fees	\$1,259,939	\$649,492	\$649,492	\$0	good
Interest	400	219	219	-	good
Total Revenue	1,260,339	649,711	649,711	-	See above
Beginning Fund Balance	85,919	167,490	167,490		Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,346,258	\$817,201	\$817,201	-	

Appropriations:

Contributions to SAVSA Entities	\$1,237,439	\$639,019	\$639,019	-	Good
Salaries and Overhead	22,896	11,448	10,473	975	Good
Total Appropriations	\$1,260,335	\$650,467	\$649,492	\$975	See above
Ending Fund Balance	\$85,923	\$166,734	\$167,709	-	



MAY 14, 2020

AGENDA ITEM # 7

APPROPRIATIONS LIMIT FOR FISCAL YEAR 2020-21

Action Requested: Adopt Resolution

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

Adopt resolution setting the Sacramento Transportation Authority's Fiscal Year 2020-21 Appropriations Limit at \$296,919,442.

Discussion

Article XIII B, Section 1 of the California Constitution specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The Authority's Board (Board) chose to use *per capita personal income* as its cost of living factor. Each year the Board adopts an updated annual appropriations limit based on adjustments for the changes in population in Sacramento County and statewide per capita personal income. According to the California Department of Finance, using calendar year 2019 data, population in Sacramento County grew by 0.90% and the cost of living factor increased by 3.73% using per capita personal income as the measurement.

To calculate the Appropriations Limit for FY 2020-21, the FY 2019-20 Appropriations Limit of \$283,689,389 is multiplied by the population change factor of 1.0090 and the per capita personal income change factor of 1.0373. This calculation produces a new Appropriations Limit of \$296,919,442.

Appropriations of revenues from Measure A sales tax receipts, the Sacramento County Traffic Mitigation Fee Program (SCTMFP), and investment earnings are subject to the Appropriations Limit but appropriations for debt service are exempt. The Authority's estimated total appropriations are about \$140 million for FY 2020-21, which is well below the Appropriations Limit established above.

Attachment

SACRAMENTO TRANSPORTATION AUTHORITY
RESOLUTION NO. _____

**A RESOLUTION SETTING AN
APPROPRIATIONS LIMIT FOR FISCAL YEAR 2020-21**

WHEREAS, the Sacramento Transportation Authority has previously set an Appropriations Limit of \$283,689,389 for Fiscal Year 2019-20; and

WHEREAS, pursuant to Section 1 of Article XIII B of the California Constitution, the Appropriations Limit is to be adjusted annually for changes in local population and changes in statewide cost of living or per capita personal income (price factor); and

WHEREAS, the California Department of Finance has determined that the Sacramento County population change rate and the statewide per capita income change rate used to calculate the Fiscal Year 2020-21 Appropriations Limit are 0.90% and 3.73%, respectively.

THEREFORE, BE IT RESOLVED that the Sacramento Transportation Authority's Appropriations Limit for Fiscal Year 2020-21 is **\$296,919,442**, calculated by adjusting the FY 2019-20 limit of \$283,689,389 by the appropriate factors as follows:

$$\$283,689,389 \times 1.0090 \times 1.0373 = \mathbf{\$296,919,442}$$

On a motion by member _____, seconded by Member _____, the foregoing resolution was passed and adopted by the Governing Board of the Sacramento Transportation Authority at a regular meeting thereof this 14th day of May 2020, by the following vote, to wit:

AYES:

NOES:

ABSENT:

RECUSAL:

Chair of the Governing Body of the
Sacramento Transportation Authority

Clerk of the Governing Body of the
Sacramento Transportation Authority



MAY 14, 2020

AGENDA ITEM # 8

SACRAMENTO COUNTY ABANDONED VEHICLE ABATEMENT PROGRAM
2ND QUARTER FY 2020 PERFORMANCE REPORT

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Background Information

The Sacramento Abandoned Vehicle Service Authority (SAVSA) is funded by a \$1 vehicle registration fee collected by the Department of Motor Vehicles (DMV) when a new car is registered in Sacramento County. These revenues are transmitted to the city and county zoning enforcement units which remove abandoned vehicles from streets, parking lots, fields, and private parcels. SAVSA distributes approximately \$1.1 million collected per year to the County and participating cities based on a formula of population and relative number of abatements performed.

Discussion

Second quarter receipts from the State Controller were \$ 305,454.05. Member agencies reported a total of 7,764 abandoned vehicle abatements. The formula-based quarterly distributions for each member agency are detailed in the following table.

Table with 8 columns: DISTRIBUTION, 2019 Population, 50% alloc. based on population, Eligible Reported Abatements, 50% alloc. based on abatements, Total Quarterly Distribution. Rows include Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, Sacramento County, and Totals.



MAY 14, 2020

AGENDA ITEM # 10

SACRAMENTO TRANSPORTATION AUTHORITY FINAL BUDGET FOR FISCAL YEAR 2020-21

Action Requested: Approve and Adopt

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

- Close the budget hearing continued from April 9, 2020
- Approve the Fiscal Year 2020-21 Budget
- Adopt the Budget Resolution for Fiscal Year 2020-21

Background Information

The Authority's FY 2020-21 budget hearing was opened on April 9, 2020 and continued to today. The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2020-21 and identifying the resources to fund those needs. The Authority's short and long-term policy goals and objectives are foundational to this budget.

Staff presented the proposed budget during the April 9, 2020 Board meeting. Subsequent to that presentation, staff revised the document to reflect a reduction of capital program appropriations. No other substantive changes were made.

Discussion

The revenues projected in the proposed budget remain unchanged since it is too soon to determine the impact of the pandemic. Staff will engage the Authority's consultant – Avenu Insights and Analytics – in August 2020 to prepare new sales tax projections. Once we have updated revenue projections, staff will work with program partners to revise the capital and ongoing program appropriations and bring an amended budget to the Board for its consideration, as necessary.

The only notable change to the budget since it was proposed the Board in April, is a reduction of \$4.75 million in capital program spending requested by County of Sacramento staff. The following changes were made:

- Folsom Blvd./Watt Ave. to Bradshaw Rd. – originally budgeted at \$2 million, subsequently reduced to \$1.15 million
- Hazel Ave./US 50 Interchange to Folsom Blvd. – originally budgeted at \$2.5 million, subsequently reduced to \$2 million

- Hazel Ave./US 50 to Madison Ave. – originally budgeted at \$5 million, subsequently reduced to \$2.5 million
- Madison Ave./Sunrise Blvd. to Hazel Ave. – originally budgeted at \$1.5 million, subsequently reduced to \$750,000
- Sunrise Blvd./Jackson Rd. to Grantline Rd. – originally budgeted at \$500,000, subsequently reduced to \$350,000

The following table summarizes General Fund revenues and appropriations and other financing uses for three fiscal years – FY 2018-19 actual expenditures, FY 2019-20 estimated expenditures, and FY 2020-21 proposed expenditures. The budget is balanced in that total revenues and beginning fund balances are greater than total appropriations and other financing uses.

The following table does not reflect the impact of the pandemic.

General Fund Budget - Revenue, Appropriations, and Fund Balance

Description	FY 2019 Actual	FY 2020 Budget	FY 2020 Estimate	FY 2021 Proposed	Change from FY 2020	Change in Percent
Revenues						
Sales Tax	\$131,757,081	\$131,773,144	\$130,154,100	\$133,513,377	\$1,740,233	1.32%
SCTMFP Fees *	6,684,037	7,000,000	7,109,583	6,000,000	(1,000,000)	-14.29%
Interest and Other	5,661,620	4,500,000	4,072,788	4,000,000	(500,000)	-11.11%
SacMetro FSP/CVR-SAFE **	2,043,752	2,889,222	2,552,200	4,351,113	1,461,891	50.60%
Total Revenues	\$146,146,491	\$146,162,366	\$143,888,671	\$147,864,490	\$1,702,124	1.16%
Appropriations						
Administration	772,413	899,328	1,056,494	581,544	(317,784)	-35.34%
FSP	1,986,738	2,918,749	2,402,047	3,247,315	328,566	11.26%
Contributions to Measure A Entities:						
Ongoing Allocations	103,922,104	103,951,563	102,676,993	105,321,537	1,369,974	1.32%
Capital Improvement Program (CIP)	10,705,881	22,488,454	19,475,333	29,625,296	7,136,842	31.74%
Total Appropriations	\$117,387,136	\$130,258,094	\$125,610,867	\$138,775,692	\$8,517,598	6.54%
Other Financing Sources (Uses)						
Transfers Out (to the Debt Service Fund)	(23,096,608)	(23,640,000)	(22,779,687)	(22,108,139)	1,531,861	-6.48%
Total Financing Sources (Uses)	(\$23,096,608)	(\$23,640,000)	(\$22,779,687)	(\$22,108,139)	\$1,531,861	-6.48%
Net Increase (decrease) in Fund Balance	5,662,746	(7,735,728)	(4,501,883)	(13,019,341)	(5,283,613)	68.30%
Beginning Fund Balance	47,691,937	48,655,679	53,354,683	48,852,801	197,122	0.41%
Ending Fund Balance	\$53,354,683	\$40,919,951	\$48,852,801	\$35,833,460	(\$5,086,491)	-12.43%
Fund Reserve***	1,100,000	2,000,000	2,000,000	2,000,000	-	0.00%
Ending Fund Balance Less Reserve	\$52,254,683	\$38,919,951	\$46,852,801	\$33,833,460	(\$5,086,491)	-13.07%

* Sacramento Countywide Transportation Mitigation Fee Program

** Sacramento Metropolitan Freeway Service Patrol/Captial Valley Regional Service Authority for Freeways and Expressways

*** Includes \$1.8 million for the General Fund and \$200,000 for administration

Attachments

- *Fiscal Year 2020-21 Budget*
- *Budget Resolution*

STA Final Budget FY21
is available below the Agenda
on the STA website

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. _____

**A RESOLUTION ADOPTING THE STA BUDGET
FOR FISCAL YEAR 2020-21**

WHEREAS, the Sacramento Transportation Authority (STA) has followed the procedures for adopting an annual budget as specified in the California Public Utilities Code; and

WHEREAS, the STA has received testimony during a public hearing regarding the STA budget for FY 2020-21, and has deliberated that testimony; and

WHEREAS, the STA has determined that the budget meets the requirements of the California Public Utilities Code, Measure A, and the STA's Administrative Code;

THEREFORE, BE IT RESOLVED, that the Sacramento Transportation Authority hereby adopts the attached FY 2020-21 Budget.

On a motion by Member _____, seconded by Member _____, the foregoing resolution was passed and adopted by the Governing Body of the Sacramento Transportation Authority at a regular meeting thereof this 14th day of May, 2020, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Chairperson, Governing Body of the
Sacramento Transportation Authority

ATTEST:

Clerk of the Governing Body



MAY 14, 2020

AGENDA ITEM # 11

ADOPTION OF ORDINANCE NO. STA 20-001 AND APPROVAL OF REQUEST TO THE BOARD OF SUPERVISORS TO PLACE THE MEASURE ON THE NOVEMBER BALLOT

Action Requested: Adopt and Approve

Key Staff: Will Kempton, Executive Director

Recommendation

Adopt the attached final Ordinance No. STA 20-001 including the 2020 Measure A Transportation Expenditure Plan and approve a request to the Sacramento County Board of Supervisors for certification of the Ordinance for the November ballot.

Background Information

On March 18, 2020, the Authority tentatively adopted the 2020 Measure A Transportation Expenditure Plan (TEP) for a proposed transportation sales tax measure to be placed on the November 2020 ballot for consideration by the voters in Sacramento County. Public Utilities Code (PUC) Section 180206 requires that “the board of supervisors and the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county” approve the tentative TEP prior to adoption of the ordinance governing the measure. The Executive Director has participated in city council meetings for all of the cities and a Board of Supervisors (BOS) meeting during the months of March and April and obtained the needed approvals (see attachment 1). At the April 9, 2020 meeting, the Authority voted to introduce Ordinance No. STA 20-001 and the PUC process has now been completed with all cities and the BOS approving the TEP.

Discussion

The Authority has obtained the necessary County and City approvals of the Expenditure Plan in accordance with PUC Section 180206 with the next step in the process requiring final adoption of the sales tax Ordinance which includes the TEP as Exhibit A (see attachment 2). Adoption of the Ordinance requires a two-thirds vote of the Governing Board.

Upon approval of the Ordinance, the Authority should request that the BOS place Measure A on the November ballot. This is a ministerial act of the BOS and requires a simple majority vote of that body. That action is currently scheduled for a July BOS meeting assuming the Ordinance is adopted at today’s meeting.

Attachments

Results of BOS and Council Presentations on the Measure A 2020 TEP

BOS/ Council Meeting	Date	Time	Vote Count for Approval (Aye votes listed first)
City of Sacramento	March 24, 2020 (Tuesday)	5:00 PM	9-0
County of Sacramento	April 7, 2020 (Tuesday)	9:30 AM	4-1
City of Galt	April 7, 2020 (Tuesday)	6:00 PM	4-1
City of Elk Grove	April 8, 2020 (Wednesday)	6:00 PM	5-0
City of Citrus Heights	April 9, 2020 (Thursday)	6:45 PM	3-2
City of Folsom	April 14, 2020 (Tuesday)	6:30 PM	5-0
City of Rancho Cordova	April 20, 2020 (Monday)	5:30 PM	4-1
City of Isleton	April 28, 2020 (Tuesday)	6:30 PM	5-0

PROPOSED ORDINANCE NO. STA 20-01
AN ORDINANCE PROVIDING FOR A ONE-HALF OF ONE PERCENT
RETAIL TRANSACTIONS AND USE TAX BY THE SACRAMENTO TRANSPORTATION AUTHORITY FOR
LOCAL TRANSPORTATION PURPOSES IN
SACRAMENTO COUNTY

BE IT ENACTED BY THE GOVERNING BOARD OF THE
SACRAMENTO TRANSPORTATION AUTHORITY:

GUIDING PRINCIPLES AND PREAMBLE

To maintain and improve the quality of life in Sacramento County, the Sacramento Transportation Authority (STA) has prepared the Transportation Maintenance, Safety, and Congestion Relief Act – Sacramento County Measure A Transportation Sales Tax Expenditure Plan (Expenditure Plan):

To provide a multi-modal transportation system that addresses the needs of all Sacramento County residents and provides capacity for planned and approved population and employment growth;

To maintain and rehabilitate the County's street and road system, improve existing local roadway conditions for motorists, and maximize previous infrastructure investment by supporting a more efficient transportation system that better connects the existing network to development along roadway and transit corridors;

To help eliminate roadway fatalities and severe injuries and improve health outcomes by making streets, transit, and bicycle and pedestrian facilities safer, and increasing access to physical activity;

To reduce traffic congestion, reduce bottlenecks, and make the County's transportation system operate more efficiently and effectively;

To expand rail and bus service, improve system connectivity, provide better mobility options for our students and aging population, and make public transportation faster, safer, cleaner, and more accessible, convenient, frequent, reliable, and affordable;

To improve air quality, reduce greenhouse gas emissions, and support local and state climate goals;

To create jobs, generate local economic benefits, and encourage a stronger local economy that attracts greater private investment and sustains a larger and more diversified job base;

To provide investment in the County's entire transportation network and to integrate the capacity and benefits of all modes, including highways, bus and rail transit, streets and roads, rideshare options, and active transportation;

To distribute funding to address the transportation investment priorities of the incorporated cities and unincorporated county areas in a geographically- and socially-equitable manner and provide mobility options for all county residents;

To improve the ability of all local jurisdictions and agencies to leverage regional, state, and federal transportation funding programs with the objective to achieve a match of at least a third of the total cost of each of the capital projects programmed in this Expenditure Plan;

To provide flexibility for future allocations of funding to meet changing needs while maintaining program commitments to the voters;

To develop an expenditure plan that is acceptable to the voters and residents of Sacramento County, and,

To provide accountability and transparency in protecting and monitoring the public's investments through independent audits and oversight.

This one-half of one percent retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operations, and maintenance in Sacramento County, and cannot be used for other governmental purposes or programs. This Ordinance includes specific safeguards to ensure that revenues from the one-half of one percent retail transactions and use tax are used only to fund the transportation projects and services set forth in the Sacramento County Measure A Transportation Sales Tax Expenditure Plan (Exhibit A). These safeguards are outlined in Section III of this Ordinance and shown in Exhibit B and include:

An Independent Taxpayer Oversight Committee (ITOC) exists to supervise fiscal and performance audits regarding the use of the retail transactions and use tax revenues and to provide for independent review to ensure that all affected funds are spent in accordance with the provisions of the Expenditure Plan and Ordinance.

A declaration that the sales tax revenues are for transportation projects and services specifically described herein. Recipient agencies may not use the resulting funds to displace existing funds dedicated to transportation projects and programs, as the sales tax revenues are intended to supplement, not replace, traditional transportation funding programs.

Notwithstanding any provision of the Expenditure Plan, the Authority may expend up to, but not to exceed, one percent (1.0%) of total annual Measure A revenue, after deduction of administrative and collection costs of the California Department of Tax and Fee Administration (CDTFA), on the cost of the Authority's administration.

A requirement that the Authority conduct a mandatory Expenditure Plan review every 10 years to ensure that the program reflects contemporary community needs in light of changing demographics, technology, and revenue estimates. The Expenditure Plan can only be modified following a public review process and upon the approval of the Sacramento County Board of Supervisors with affirmation by the city councils of a majority of the incorporated cities representing a majority of the incorporated area population.

SECTION I. TITLE AND SUMMARY. This Ordinance shall be known as the Transportation Maintenance, Safety, and Congestion Relief Act of 2020 – Sacramento Transportation Authority Measure A Retail Transactions and Use Tax Ordinance. The Sacramento Transportation Authority hereinafter shall be called “Authority”. This Ordinance shall be applicable in the incorporated and unincorporated territory of the County of Sacramento, which shall be referred to herein as “District”. This Ordinance provides for the imposition of a retail transactions and use tax of one-half of one percent, beginning April 1, 2021, for local transportation purposes for a period of forty (40) years.

SECTION II. PURPOSE. This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180000 et. seq. of the Public Utilities Code, which authorizes the Authority to adopt this tax Ordinance which shall be operative if a two-thirds majority of the electors voting on the measure approve the imposition of the tax at an election called for that purpose.
- B. To adopt a retail transactions and use tax Ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a retail transactions and use tax Ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the CDTFA in a manner that adapts itself as fully practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the CDTFA in administering and collecting the California State Sales and Use Taxes.
- D. To adopt a retail transactions and use tax Ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the retail transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this Ordinance.

SECTION III. MANDATED TAXPAYER SAFEGUARDS.

- A. Independent Taxpayer Oversight Committee. An Independent Taxpayer Oversight Committee (ITOC) exists as specified in Exhibit B of this Ordinance to provide citizen review and to ensure that all Measure A funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. Exhibit B sets forth the specific terms and conditions for the ITOC and its role in supervising regular independent financial and performance audits.

- B. Administrative Costs. The Authority shall expend only that portion of revenues generated from this Measure A sales tax that is necessary and reasonable to carry out its responsibilities for audit, Authority administrative expenses, staff support, and contract services. Notwithstanding any provision of the Expenditure Plan, the Authority may expend up to, but not to exceed, one percent (1.0%) of total annual Measure A sales tax revenue after deduction of administrative and collection costs of the CDTFA, on costs of the Authority's administration.
- C. Maintenance of Effort. By enactment of this Ordinance, the Authority intends that the funding provided to recipient agencies will supplement and not replace existing local revenues being used for transportation purposes. Measure A revenues shall not be used to supplant existing transportation funding programs. The County and the cities must continue to impose their local transportation impact fees on new development, along with the Sacramento Countywide Transportation Mitigation Fee Program required by Ordinance No. STA 04-01. The Authority and the ITOC shall enforce this provision by appropriate review, including program, fiscal and performance audits.

SECTION IV. DEFINITIONS. For the purposes of this Ordinance, the following terms shall have the following meaning:

"Expenditure Plan" means the Sacramento County Measure A Transportation Sales Tax Expenditure Plan 2021-2061 (attached as Exhibit A and adopted as part of this Ordinance) including any future amendments thereto.

"County" means the County of Sacramento.

"Authority" means the Sacramento Transportation Authority, a countywide special district formed under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the California Public Utilities Code.

"Existing Tax" means the 2009 Measure A one-half of one percent retail transactions and use tax adopted pursuant to Ordinance No. STA 04-01.

"Measure A" means this 2020 Ordinance (Ordinance No. STA 20-01) establishing a one-half of one percent retail transactions and use tax.

"Net Revenue" means total estimated revenue available for allocation after setting aside the cost of Authority administration and providing direct allocations for "off the top" expenditures prescribed in this Expenditure Plan.

SECTION V. AUTHORITY. This Ordinance is enacted pursuant to the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 of the California Revenue and Taxation Code.

SECTION VI. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Upon voter approval, the Authority shall impose, in the incorporated and unincorporated territory of the County of Sacramento, a retail transactions and use tax for transportation purposes (“the tax”) at the rate of one-half of one percent (0.500%) for forty (40) years beginning April 1, 2021. The tax shall be imposed by the Authority in accordance with Section 180201 of the California Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 and the applicable provisions of Ordinance No. STA 04-01, unless specifically modified by this Ordinance, are incorporated herein by reference as though fully set forth herein. The tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or retail transactions and use tax.

SECTION VII. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the CDTFA.

SECTION VIII. USE OF PROCEEDS. Revenues from the tax shall be used for transportation purposes only as set forth in the Expenditure Plan (Exhibit A) and may include, but are not limited to, administration of the Authority, construction, maintenance, and operations of local streets, roads and trails (including bicycle and pedestrian uses), state highways, and public transit systems. These purposes include expenditures for planning, environmental review and mitigation, project engineering and design, and associated right-of-way acquisition. Expenditures also may include debt service on bonds and expenses related to the issuance and administration of bonds.

SECTION IX. SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM (SCTMFP). No revenue generated from the tax shall be used to replace transportation mitigation fees required from new development now in effect in Sacramento County. In addition, each jurisdiction must continue to collect mitigation fees through the SCTMFP as established in Section VII of Ordinance No. STA 04-01 in order to qualify for its local road and maintenance formula funds, and that mitigation fee program is hereby extended until Measure A expires on March 31, 2061.

Goal: To continue the implementation of a uniform transportation impact mitigation fee on all new development in Sacramento County after the expiration of the Existing Tax implemented through Ordinance No. STA 04-01 to provide additional funding for road and transit system improvements needed to accommodate projected growth and development.

- A. The provisions of Section VII of Ordinance No. STA 04-01 shall govern the continuation of the SCTMFP and the existing Authority process guidelines shall remain in effect except where otherwise noted in this section. Fees from the continuation of this program shall continue to be remitted to the Authority for reallocation to the local jurisdiction(s) in accordance with the SCTMFP. Fees shall continue to be adjusted annually by the action of the Authority's Governing Board to reflect changes in construction costs based on the McGraw-Hill Engineering News Record (ENR) 20-City Construction Cost Index.
- B. Not later than April 1, 2037, the Authority, in coordination with all local jurisdictions, shall initiate a professional engineering and planning based process for charging new development with the cost of traffic impacts caused by each development during the extension period. Such a process will be consistent with state law, require each local jurisdiction to project growth of travel demand, identify specific road and transit capital improvements to meet such demands, describe the appropriate "nexus" between such demand and improvements, and adopt a continuing fee program to take effect no earlier than April 1, 2039, as necessary to implement the fee program for the extension period. The Authority and local jurisdictions shall also coordinate the development of an allocation plan which shall be in place prior to April 1, 2039, and shall guide the collection and distribution of fee revenue for the extension period which will not commence until that date.

The fee structure for the extension period shall be implemented if validated by the nexus study described in this section.

- C. All new low-, very low- and extremely low-income housing as defined by the California Department of Housing and Community Development shall be exempt from the fee.
- D. Subject to the results of the nexus study and a determination that the programs listed below are eligible recipients of fees collected through the SCTMFP, it is the intent of this Ordinance that the overall program allocation for the fees collected through the SCTMFP shall be:
- 35% Local Streets and Roads
 - 30% Transit and Rail Congestion Improvement Projects and SacRT Maintenance and Operations
 - 10% Highway Congestion Improvements on the local freeway system, including bus and carpool lane projects
 - 25% Transportation project environmental mitigation, including, but not limited to, habitat conservation, open space preservation, habitat replacement, clean air programs, recreation and overall environmental enhancement of transportation facilities to the benefit of local transit users and neighborhoods. From this allocation, consideration should be given to additional funding for the American River Parkway, for air quality and climate action programs conducted by the Sacramento Metropolitan Air Quality Management District, and for development of an Advanced Mitigation Program, subject to inclusion of these expenditures in a valid nexus study.
- E. All fees raised under continuation of this program must be expended in the impacted area where the fees were generated.
- F. Penalties for failure to continue implementation of the SCTMFP shall be in effect as outlined in Section VII, Subsection H of Ordinance No. STA 04-01.

SECTION X. BONDING AUTHORITY. Upon voter approval of the measure, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditures set forth in Section VIII hereof, including the carrying out of transportation projects described in the Expenditure Plan.

SECTION XI. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit established pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code shall be \$283,689,389 for fiscal year 2019-20, consistent with Ordinance No. STA 04-01 and Resolution No. STA 19-0002. The appropriations limit shall be subject to annual adjustment as provided by law.

SECTION XII. OPERATIVE DATE. Subject to voter approval, this Ordinance shall become operative on the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance but in no event earlier than April 1, 2021.

SECTION XIII. CONTRACT WITH STATE. Prior to the operative date of this Ordinance, the Authority shall contract with the CDTFA to perform all functions incidental to the administration and operation of this Ordinance; provided, that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION XIV. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of 0.500% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

SECTION XV. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use or other consumption in said territory at the rate of 0.500% of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SECTION XVI. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

SECTION XVII. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:
 - 1. The word “State” is used as part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, California Department of Tax and Fee Administration (CDTFA), State Treasury, or the Constitution of the State of California;
 - 2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the CDTFA, in performing the functions incident to the administration or operation of this Ordinance.
 - 3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the State under the said provision of that code.
 - 4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word “District” shall be substituted for the word “State” in the phrase “retailer engaged in business in this State” in Section 6203 and in the definition of that phrase in Section 6203.

SECTION XVIII. PERMIT NOT REQUIRED. If a seller’s permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor’s permit shall not be required by this Ordinance.

SECTION XIX. EXEMPTIONS AND EXCLUSIONS.

- A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

- B. There are exempted from the computation of the amount of transactions tax the gross receipts from:
1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
 2. Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:
 - a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
 - b. With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
 3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
 4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.
 5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- C. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this District of tangible personal property:
1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax Ordinance.
 2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
 4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
 5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
 6. Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.
 7. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.
- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a District imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION XX. STATUTORY AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION XXI. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION XXII. ELECTION. The Authority requests that the Sacramento County Board of Supervisors call an election for voter consideration of this Ordinance, which election shall be held on November 3, 2020, and consolidated with other elections to be held on the same date; that the measure be designated Measure "A," and that it appear first in order on the County ballot before all other local measures. The election shall be called and conducted in the same manner as provided by law for other elections by a county. The sample ballot to be mailed to voters shall include the ballot proposition set forth below and the Voter Information Handbook shall include the Expenditure Plan included in this Ordinance as Exhibit A. Approval of this Ordinance and the imposition of the tax shall require an affirmative vote of two-thirds of the electors voting on the measure at the election described in this section. The measure to be placed on the ballot shall read substantially as follows:

To:

Fill potholes and repave streets;

Repair deteriorating bridges and overpasses;

Reduce traffic congestion on roads and freeways;

Build a new expressway between Elk Grove, Rancho Cordova, and Folsom;

Extend light rail and express bus service, including toward the Sacramento International Airport and Elk Grove;

Support light rail and bus operations, maintenance, and security; and

Improve bicycle and pedestrian options and safety;

Shall the Ordinance enacting a 40-year countywide one-half cent sales tax, raising approximately \$130 million annually, escalating over time, with independent oversight and audits, be adopted?

SECTION XXIII. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan shall only be amended by the following process:

1. Beginning in 2031, and every 10 years thereafter, the Authority shall review and, if necessary, propose amendments to the Expenditure Plan to meet changing transportation needs, priorities, and revenue estimates, and to ensure that the program reflects contemporary community desires in light of changing demographics and technology. Such review shall consider input from the Measure A recipient agencies, other transportation agencies and interest groups, and the general public.

2. The Authority shall notify the County Board of Supervisors, the city councils, and the policy boards of other Measure A recipient agencies in writing of its initiation of an Expenditure Plan amendment(s), reciting findings of necessity.
3. Any Expenditure Plan amendment(s) resulting from this process must be approved by the County Board of Supervisors and a majority of the city councils representing a majority of the incorporated area population.
4. Actions of the County Board of Supervisors and city councils regarding the proposed amendment(s) shall be communicated to the Authority within 60 days after the date notification is mailed. Failure of the Board of Supervisors or a city council to notify the Authority of formal action within 60 days of notification shall constitute approval by that respective policy board.
5. Under no circumstances may Section I.J of the Expenditure Plan, regarding Metropolitan Transportation Plan Compliance, be amended during the life of this Ordinance.

SECTION XXIV. SEVERABILITY. If any provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining provisions, or the Existing Tax, and the Authority declares that it would have adopted each part of this Ordinance irrespective of the validity of any other part.

SECTION XXV. THE EXISTING TAX. Nothing in this Ordinance is intended to modify, repeal, alter, or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

SECTION XXVI. TERMINATION DATE. The authority to levy the tax imposed by this Ordinance shall expire March 31, 2061.

SECTION XXVII. This Ordinance was introduced and the title thereof read at the regular meeting of the Authority Governing Board on April 9, 2020.

On a motion by Member _____, seconded by Member _____, the foregoing Ordinance was passed and enacted by the Governing Board of the Sacramento Transportation Authority, State of California, at a regular meeting thereof, this 14th day of May, 2020, by the following vote, to wit:

AYES: Members

NOES: Members

ABSENT: Members

ABSTAIN: Members

Chair
Governing Board of the
Sacramento Transportation Authority

ATTEST:

Clerk

EXHIBIT A**The Transportation Maintenance, Safety, and Congestion Relief Act –
Sacramento County Measure A Transportation Sales Tax Expenditure Plan 2021-2061****I. Implementation Guidelines**

- A. Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. STA 20-01 is established within this Expenditure Plan. Funds shall be allocated to Expenditure Plan categories by percentage of revenue received, except as provided for in Section B. An estimate of revenues and allocations among categories is reflected in this Expenditure Plan. Some category allocations will be sub-allocated by formula to specified local transportation providers for expenditures on specified projects as set forth in this Expenditure Plan. The estimated revenue is based on 2020 value of funds escalated over the period of the measure and is not binding or controlling. Estimated revenues are net of required California Department of Tax and Fee Administration (CDTFA) administrative fees.
- B. “Off the Top” Expenditures.** Revenues available for percentage allocation are also net of the cost of Authority administration (1.0% of total estimated revenues) and fixed program expenditures directly allocated to recipient agencies in the following amounts for the specific purposes indicated:
1. To Sacramento County, the Regional Parks Department, not to exceed \$63 million for the program period for preservation, maintenance and safety of the American River Parkway.
 2. To the City of Sacramento, not to exceed \$20 million for the program period for direct support of the development of a Regional Mobility Center to foster innovation in clean transportation.
 3. To the Sacramento Area Council of Governments, not to exceed \$8 million for the program period for distribution to support the activities of Transportation Management Agencies in Sacramento County.
 4. To the San Joaquin Regional Rail Commission, not to exceed \$80 million for the program period for operations and service enhancements related to the Altamont Corridor Express service that will benefit Sacramento County residents.
 5. To the City of Sacramento, not to exceed \$40 million for the program period for operations related to the Sacramento Intermodal Transfer Facility.

Remaining revenue following these set asides shall be referred to as “net sales tax revenue” for purposes of this Expenditure Plan.

- C. Contribution from New Property Development.** No revenue generated from the tax shall be used to supplant transportation mitigation fees currently imposed on new property development in Sacramento County. The County and each incorporated city must continue to impose transportation impact fee programs as required in Ordinance No. STA 04-01 as a condition for receiving Measure A funds.
- D. Requirement for Annual Financial and Performance Audits of Measure A Funds.** The Authority and each agency receiving an allocation of Measure A revenue authorized by this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted accounting standards and government auditing standards issued by the Comptroller General of the United States. The annual audit shall be supervised by the Authority's Independent Taxpayer Oversight Committee (ITOC). Compliance audits shall also be periodically conducted to ensure that Measure A funds are expended in accordance with the provisions and guidelines established by this Expenditure Plan. In addition, the ITOC shall conduct periodic performance audits to determine progress in meeting program performance standards adopted by the Authority Board, and to make recommendations for improving overall program performance. The Authority Board shall adopt the relevant performance standards no later than April 1, 2021.
- E. Five-Year Programs.** Each recipient agency must prepare and adopt a five-year program on an annual basis that is approved by the Authority. Each agency receiving funding identified in Section II, Subsections A, D, and E shall file with the Authority an annually updated five-year program for expenditure of the sales tax revenue allocations. The first five-year program must be completed by December 31, 2021, and updated thereafter on an annual basis. Section II identifies reporting requirements for specific funding categories. Additional reporting requirements may be adopted by the Authority after consultation with recipient agencies and stakeholders.
- F. "Fix It First" Investment Priority for Years 1-5.** Authority allocations for the first five years following implementation of Ordinance No. STA 20-01 (2021-2026) shall prioritize "Fix It First" road, transit, safety, bicycle, and pedestrian investments. For recipient agencies responsible for maintaining streets and roads, the five-year program and each annual update shall include a pavement and bridge maintenance report that is consistent with the "Maintenance of Effort" requirement in Section IV, Subsection A of the Ordinance No. STA 04-01 Expenditure Plan. For the Sacramento Regional Transit District (SacRT), the five-year program and each annual update shall include performance indicators to assess whether "Fix It First" investment needs are being prioritized and to demonstrate that the agency is adhering to the financial management policies identified in Section II.
- G. Clear Format to Assess Progress.** For all agencies receiving "Fix It First" funding allocations, the five-year programs and annual updates shall be provided in a format to clearly assess progress towards improved maintenance and operations of existing transportation assets.

- H. Complete Streets.** The Authority views transportation projects as opportunities to improve safety, access and mobility for all users of streets, roads and highways in Sacramento County and recognizes bicycle, pedestrian, vehicle and transit modes as integral elements of the transportation system. The term “Complete Streets” describes a comprehensive, integrated transportation network with roadways designed and operated to enable safe and convenient travel for users of all abilities, including motorists, pedestrians, bicyclists, persons with disabilities, seniors, children, movers of commercial goods, operators of public transportation, public transportation users and emergency responders, in a balanced manner that is compatible with an urban, suburban or rural context.

Within one year following the implementation of Ordinance No. STA 20-01, each local jurisdiction in Sacramento County shall adopt or maintain an existing complete streets policy consistent with the California Complete Streets Act of 2008, including Government Code Section 65302 (b) (2), and/or a Bicycle/Pedestrian Master Plan, or a similar document that incorporates design guidelines and standards promoting safe and convenient travel for all users when considering any construction, reconstruction, retrofit, or alteration of streets, roads, highways, bridges, and other elements of the transportation system.

Planning and design of projects affecting the transportation system shall be consistent with any local bicycle, pedestrian, transit, multimodal and other relevant plans and/or the local complete streets policy in order to ensure that all transportation types and users are considered in the expenditure of Measure A funds.

- I. Federal Air Quality Requirements.** Measure A Expenditure Plan funds programmed for a project construction phase shall not impair the ability of the region's Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) to meet federal air quality conformity requirements.
- J. Metropolitan Transportation Plan Compliance.** The vast majority of proposed Expenditure Plan projects are already planned or programmed in the Metropolitan Transportation Plan (MTP) requiring that the region meet a 19% per capita GHG reduction target. For any projects not planned or programmed for construction in the adopted MTP, the following requirements will apply:

The parties agree to develop mitigation measures for any highway expansion and transit projects that increase GHG emissions in order to meet the applicable GHG target for the metropolitan transportation and climate plan.

If the parties can mitigate any such impacts to maintain adherence to the then applicable regional greenhouse gas reduction target, and if the projects are included in the metropolitan transportation and climate plan, the projects can be funded with Measure A proceeds.

If the GHG impacts are not mitigated to meet the region's then applicable GHG reduction target, and as a result the region cannot meet its applicable greenhouse gas target, the proceeds of the highway expansion or transit project will be returned to the corresponding jurisdiction for their discretion, for other than the originally intended projects, provided the projects are consistent with the Metropolitan Transportation Plan.

- K. Environmental Review.** All projects funded with Measure A Expenditure Plan funds are subject to the requirements of the California Environmental Quality Act (CEQA). Prior to allocation of funds for any project or program included in the Expenditure Plan, all necessary environmental review required by CEQA shall be completed.
- L. Road Health and Safety.** Each recipient agency shall demonstrate that projects in the five-year program and individual proposed projects incorporate street design elements to quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way consistent with the principles of this Ordinance. Where applicable, each recipient agency shall also demonstrate that the projects adhere to the principles of "Safe Routes to Schools" to facilitate safer walking and bicycling to and from school.
- M. Revenue Estimate.** Tax revenues generated by this Ordinance No. STA 20-01 during the 40-year term are expected to be \$8,380,000,000 based on escalated dollar values. Approximately \$331 million in mitigation fees from new development is also projected for the period 2039-2061. These fees will be extended as provided for in Section IX of this Ordinance and contributions from new development for the period April 1, 2039, to March 31, 2061, shall be programmed and allocated through the process outlined in Section IX. Revenue estimates are not binding or controlling. The Authority Board shall make periodic allocation adjustments to reflect actual revenues received but may not amend the formula allocations set forth in this Expenditure Plan except as permitted in this Ordinance No. STA 20-01.

II. Measure A Revenue Percentage Allocations

All sales tax revenues, net of CDTFA administrative fees, the cost of Authority administration, and allocations outlined in Section I, Subsection B shall be expended as follows:

- A. Local Streets and Roads.** 47.95% of annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county consistent with the following distribution:
- 1. Local Street and Road Repair and Transformative System Improvements.** 39.29% of all annual net sales tax revenues shall fund project development, right-of-way, construction, and provision of:
 - a. "Fix It First" pavement maintenance, pavement rehabilitation, safety projects, and bridge repair, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
 - b. New or expanded arterial streets, roads, and bridges, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
 - c. Intelligent transportation system modifications to the existing street and road system to facilitate improved accessibility, safety, operations, and efficiency.

- d. Improvements to facilitate safe and convenient pedestrian, bicycle, and other non-motorized local trips, safe routes to school, lighting and synchronized signals, vehicle charging stations, trail improvements and other improvements to better facilitate improved mobility and the development of alternative travel options. The allocation of Measure A funds will implement street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and ensure that the mobility needs of all users are considered in project scope elements.
- e. American River Parkway Trail improvements and maintenance in the jurisdictions through which the parkway passes (County of Sacramento, City of Sacramento, and the City of Rancho Cordova).
- f. Improvements to the Sacramento River Parkway and other regional trails.
- g. Trail improvements to the Folsom Lake State Recreation Area in the city of Folsom.

Distribution among the cities and unincorporated county shall be based 75% on relative population (per most recent annual California Department of Finance estimates) and 25% on relative paved and maintained road mileage (as reported in each entity's automated pavement management system).

Local Street and Road "Fix It First" Commitment

For the first five years following the date of implementation of Ordinance No. STA 20-01, not less than 90% of the funds identified in this Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County up to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01, not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to a PCI of at least 70.

A 70 PCI is generally defined as safe, reliable, and smooth street surfaces with little to no blemishes, potholes, or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets and roads to a contemporary urban standard (complete streets), including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding the “Fix It First” requirements for these funds over the program period following implementation of Ordinance No. STA 20-01, the percentage commitment to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road systems.

Accountability

The objective for Measure A is to assist jurisdictions to achieve—but not require—a local match of at least one-third of total capital project costs. However, a city or the County may direct all or a portion of its formula share of these funds to general street/road pavement maintenance and pavement rehabilitation. The proportional allocation among entities will be recalculated annually to reflect current population and road mileage data. Each recipient entity shall adopt a five-year program for use of these funds.

The five-year programs will be updated annually and submitted to the Authority for approval. For recipient agencies responsible for maintaining streets and roads, the annual updates to the five-year programs shall include pavement and bridge "Maintenance of Effort" reports that are consistent with the requirement under Ordinance No. STA 04-01.

2. **Local Projects of Regional Significance.** 8.66% of all annual net sales tax revenues shall fund projects within the boundaries of local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the transportation system, improvements to local arterials or other transportation facilities that provide regional connectivity and improved throughout. Interchange projects funded through this category will require a federal, state, local or developer match of at least one-third the cost of the project. Distribution of these revenues among the cities and the unincorporated county area shall be based on a formula which takes into account population, lane miles, and sales tax generation. Following the implementation of Ordinance No. STA 20-01, this formula shall be reviewed annually by the public works directors of each city and the County based on updated data, and any modifications must be approved by the Authority Board.

Accountability

Aside from the one-third match requirement for interchange projects, it is the objective of Measure A to assist local jurisdictions to achieve—but not require—a local match of at least a third of any capital project costs from other sources. Funding from this subcategory will be restricted to the high priority projects listed by jurisdiction.

- B. Sacramento Regional Transit District (SacRT) Maintenance, Operations, and Transformative System Improvements.** 21.90% of all annual net sales tax revenues shall be used for light rail and bus vehicle replacement, operations and maintenance of existing services, operations and maintenance for new services partially funded through this Expenditure Plan, improved access for the senior and disabled populations, fare reductions for transit-dependent riders, and the implementation of innovative services that will improve transit connections and encourage increased ridership.

SacRT “Fix It First” Commitment

For the five years following the date of implementation of Ordinance No. STA 20-01, with the exception of funding for commuter rail service enhancements and the Sacramento Intermodal Transit Facility, not less than one-third of the total funds directly allocated to SacRT shall be used exclusively by SacRT for “Fix It First” bus and light rail vehicle replacement, operations, maintenance, and security for existing services at the soonest possible time. As a federal grantee, SacRT has developed and maintains a Transit Asset Management (TAM) Plan that includes capital asset inventories, condition assessments, lifecycle management, and investment prioritization. The plan addresses the application of asset management across SacRT’s entire diverse portfolio of assets, which includes assets with a range of useful lives, replacement costs, and inter-relationships. Using the five-level condition assessment code recommended by the Federal Transit Administration (FTA), the State of Good Repair (SGR) is defined as those assets that are rated higher than 2.5 (Adequate), on a scale of 1 through 5. Backlog is defined as those assets that have exceeded their useful life and have a condition rating of less than or equal to 2.5 (Substandard). This rating is based on how close an asset or component is to replacement or major overhaul. With a rating of 2.5 an asset would be near overhaul or retirement, but in serviceable condition. With a rating of 5 the asset would be new or like new, 95% to 100% confidence in reliability, with no visible defects, no damage, and cosmetically looks new.

During this period the following performance metrics shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.
3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations, and security may be reduced, and SacRT may direct a higher percentage of the funds to new transit capital provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.
2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future in full consideration of the funds recommended for new transit capital purposes over the five-year period.

Accountability

SacRT shall develop a five-year program for use of all capital and operations funds, including capital projects funded under Section II, Subsection C1 of this Expenditure Plan, updated annually and submitted to the Authority for approval before allocations are made. SacRT must be in compliance with the financial management provisions of this section before the Authority Board can consider the allocation of these funds.

For SacRT, the five-year program and each annual program update shall include performance indicators to assess if “Fix It First” investment needs are being prioritized and expenditures are consistent with the adopted Metropolitan Transportation Plan, the SacRT Short Range Transit Plan, and the SacRT Transit Asset Management (TAM) Plan.

Funding for light rail extensions will only be available after analyzing ridership potential based on approved general plans and zoning land use designations in proximity to planned stations and inclusion of the project in the Metropolitan Transportation Plan. If these terms are not met for a proposed light rail extension, then funds would be reprogrammed for other transit projects subject to the approval of the Authority.

- C. Congestion Relief Improvements.** 24.86% of all annual net sales tax revenues shall be used for project development, right-of-way, and construction of highway, transit, rail, increased bus and light rail service, and expressway expansion and widening projects affecting multiple local entities, that reduce congestion, improve operations, and enhance access to the overall transportation network. The objective is for Measure A to assist—but not require—agencies, including SacRT, the California Department of Transportation (Caltrans) and the Capital Southeast Connector Joint Powers Authority, to achieve a match of at least a third of the total cost of each of the eligible projects listed for this category in this Expenditure Plan.
- 1. Transit and Rail Congestion Improvement Projects.** 13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources. Projects funded through this subcategory shall be subject to the same accountability provisions included in Section II, Subsection B of this Expenditure

Plan regarding development of a five-year plan, updated annually and submitted to the Authority before allocations are made.

- 2. Highway Congestion Improvement Projects.** 11.75% of all annual net sales tax revenues shall be allocated to Caltrans, the Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal funding.
- D. Senior and Disabled Transportation Services.** 3.09% of all annual net sales tax revenues shall be used for planning, design, operational, maintenance, and capital acquisition activities of any designated consolidated transportation services agency (CTSA) and Sac RT to provide demand-responsive transportation services to eligible seniors and disabled residents. Operation funds shall be allocated monthly. Any CTSA and SacRT shall adopt a five-year program for use of these funds. The five-year plan will be updated annually and submitted to the Authority for approval.
- E. Air Quality.** 2.20% of all annual net sales tax revenues shall be allocated monthly to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals.
- F. Program Administration – Taxpayer Oversight.** 1.0% of all annual sales tax revenues shall be allocated monthly to the Authority for general and financial administration of the Authority and the Measure A program, coordination and consultation with Measure A recipient entities and Sacramento Area Council of Governments (SACOG), facilitation and administration of the Independent Taxpayer Oversight Committee, independent financial and performance audits, and ongoing public information and outreach.
- G. Extension of the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP).** This Ordinance extends the SCTMFP established by Ordinance No. STA 04-01 for the Existing Tax program for the period April 1, 2039, through March 31, 2061. Allocations for funding from the extended fee program are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of a retail transactions and use tax of one-half percent for local transportation purposes for a period of forty (40) years.

Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process determined by the Authority in coordination with local jurisdictions, and the allocation plan shall be in place prior to April 1, 2039.

MEASURE A 2020 TRANSPORTATION SALES TAX EXPENDITURE PLAN**MARCH 12, 2020**

(All dollar figures are estimates and are stated in millions of dollars)

LOCAL STREETS AND ROADS (47.95%) \$ 3,876.00

47.95% of all annual net sales tax revenues shall be allocated to each incorporated city and the unincorporated county for local street and road purposes. Funds for each of the subcategories below will be allocated by formula.

Local Street and Road Repair and Transformative System Improvements (39.29%)	<u>\$ 3,176.00</u>
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39.29% of all annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county based 75% on relative population and 25% on relative paved and maintained road mileage. These funds are available for the maintenance and rehabilitation of local streets, roads and other transformative improvements to the local system. Transformative improvements include safety projects, complete streets with or without capacity expansion, sidewalk and pedestrian improvements, active transportation improvements, safe routes to schools, Americans with Disabilities Act compliance, intelligent transportation system enhancements, street lighting and synchronized signals, electric vehicle charging stations, trail improvements, major arterial improvements, and other improvements which will help transform the overall system to better facilitate improved mobility and the development of alternative travel options.

For the first five years following implementation of Ordinance No. STA 20-01 (April 1, 2021, to March 31, 2026), not less than 90% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" road and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01 (after March 31, 2026), not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to PCI of at least 70.

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)**

A 70 PCI is generally defined as safe, reliable and smooth street surfaces with little to no blemishes, potholes or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets, including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding these allocation restrictions, the percentage commitments to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of the funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road system. In addition, local jurisdictions must maintain current levels of funding for maintenance and rehabilitation and shall not use funds from this allocation to offset existing funding planned or allocated for this purpose.

With the exception of the City of Isleton, which will receive a fixed amount of these funds, the percentage allocation for each jurisdiction is listed and includes eligible projects proposed for funding from this category. In addition to the “Fix It First” Maintenance and Rehabilitation allocation, the jurisdiction lists include safety projects, complete streets projects, improvements to major arterials, local road capacity expansion, bicycle and pedestrian improvements, intelligent transportation system enhancements, and other transformative improvements which will facilitate improved mobility and the development of alternative travel options for the future. Arterial improvements and system access projects may also be included in another category of the Expenditure Plan.

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****Citrus Heights (5.29%)****\$ 168.05**

- “Fix It First” Street Maintenance and Rehabilitation
- Complete Streets Program:
 - Auburn Blvd Phase II (Rusch Park – I-80)
 - Auburn Blvd Phase III (Sylvan Corners – Greenback Lane)
 - Auburn Blvd Phase IV (Greenback Lane – Manzanita Avenue)
 - Antelope Road (Auburn Blvd – Old Auburn Road)
 - Dewey Drive (Greenback Lane – Connemara Circle)
 - Fair Oaks Blvd (Oak Avenue – Madison Avenue)
 - Greenback Lane (Sunrise Blvd – Fair Oaks Blvd)
 - Oak Avenue (Sunrise Blvd – Wachtel Way)
 - Old Auburn Road (Sylvan Corners – Roseville City Limit)
 - Roseville Road (Butternut Drive – City Limit)
 - San Juan Avenue (Madison Avenue – Sylvan Road)
 - Sunrise Blvd (Sayonara Drive – North City Limit)
 - Sylvan Road (San Juan Avenue – Sylvan Corners)
 - Wachtel Way (Oak Avenue – Auburn Road)
 - Van Maren Lane (Greenback Lane – Garden Gate Drive)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act and Congestion Relief Improvements)
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Support of a Local Transportation Management Agency

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****Elk Grove (10.99%)****\$ 348.79**

- “Fix It First” Street Maintenance and Rehabilitation
- Widen, Rebuild, and Extend Kammerer Road*
- Construct SR-99 at Whitelock Parkway Interchange*
- Intelligent Transportation System Improvements
- Signal Maintenance and Rehabilitation
- Citywide Complete Streets Improvements
- Bicycle, Pedestrian, Trails, and Americans with Disabilities Act Master Plan Implementation
- Laguna Creek Trail
- Elk Grove Creek Trail
- Powerline Trail
- Stone Lake Trail
- Trail Maintenance and Rehabilitation
- Congestion Reduction on Elk Grove Blvd
- Congestion Reduction on Laguna Blvd/Bond Road
- Pedestrian Overcrossing of UPRR on Elk Grove Blvd
- Pedestrian Overcrossing of UPRR on Laguna Blvd
- Support of a Local Transportation Management Agency

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****Folsom (5.29%)****\$ 168.05**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Empire Ranch Road Interchange*
- Construct US-50 at Oak Avenue Parkway Interchange*
- Widen White Rock Road (Prairie City Road – Empire Ranch Road)*
- Folsom Blvd Bicycle Overcrossing
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Folsom Lake State Recreation Area Trail Projects
- Support of a Local Transportation Management Agency

Galt (1.70%)**\$ 53.90**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct SR-99 at Walnut Avenue Interchange*
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Carillion Blvd Complete Streets Improvements
- Support of a Local Transportation Management Agency

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****Isleton (Fixed Amount)****\$ 2.00**

- “Fix It First” Street Maintenance and Rehabilitation
- Community Center Americans with Disabilities Act Ramps and Parking Lot Rehabilitation
- Safety Lights for Tower Park and Ride Lot
- Electric Vehicle Charging Stations
- Dock/Ferry Station Rehabilitation
- Green Streets Plan
- Pilot Shuttle, Isleton to E-Bart Station
- Support of a Local Transportation Management Agency

Rancho Cordova (5.09%)**\$ 161.71**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Rancho Cordova Parkway Interchange, including the Interchange at US-50 to White Rock Road*
- Widen White Rock Road (Sunrise Blvd – Grant Line Road)
- Widen Douglas Road (Sunrise Blvd – Western City Limit with Bridge over Folsom South Canal)
- Sunrise Blvd Complete Streets Improvements (Folsom Blvd – Jackson Highway)
- Mather Field Road Complete Streets
- Coloma Road Complete Streets
- Zinfandel Bicycle and Pedestrian US-50 Overcrossing
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- American River Parkway
- Support of a Local Transportation Management Agency

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****Sacramento (31.27%)****\$ 992.47**

- “Fix It First” Maintenance and Rehabilitation (to include complete streets and safety elements whenever feasible)
- Intelligent Transportation System Master Plan Implementation
- Vision Zero Action Plan (Safety Improvements) Implementation
 - High Injury Networks
 - Safe Routes to School
- Complete Streets (to include at a minimum currently identified efforts):
 - Stockton Blvd
 - Franklin Blvd
 - Fruitridge Road
 - Northgate Blvd
 - Meadowview Road/24th Street
 - Broadway
- Active Transportation Implementation
 - Bikeway Master Plan
 - Pedestrian Master Plan
- Accessibility Improvements
- Pedestrian and Bicycle Safety Improvements
- 14th Avenue Extension
- 67th Street Bike/Pedestrian Tunnel to CSUS
- Operations and Security
- Support of Strategic Local Transportation Management Agency Initiatives
- Parking Facilities

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****County of Sacramento (40.36%)****\$ 1,281.01**

- “Fix It First” Street Maintenance and Rehabilitation
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Hazel Avenue/US-50 Interchange*
- North Watt Avenue at UPRR/Capitol Corridor Overcrossing
- American River Parkway
- Arterial Corridor Rehabilitation with Complete Streets, Intelligent Transportation System Improvements and Streetscape:
 - Arden Way (Ethan Way – Watt Avenue)
 - Auburn Blvd (Fulton Avenue – Manzanita Avenue)
 - Cypress Avenue (Edison Avenue – Manzanita Avenue)
 - El Camino Avenue (Ethan Way – Fair Oaks Blvd)
 - Elverta Road (Watt Avenue – Antelope Road)
 - Fair Oaks Blvd (Howe Avenue – Madison Avenue)
 - Folsom Blvd (Watt Avenue – Bradshaw Road)
 - Fulton Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Garfield Avenue (Greenback Lane – Winding Way)
 - Greenback Lane (Hazel Avenue – Madison Avenue)
 - Howe Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Madison Avenue (Watt Avenue – Sunrise Blvd)
 - Manzanita Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Marconi Avenue (Howe Avenue – Fair Oaks Blvd)
 - Oak Avenue (Hazel Avenue – Folsom City Limit)

LOCAL STREETS AND ROADS**(continued)****Local Street and Road Repair and
Transformative System Improvements****(continued)****County of Sacramento****(continued)**

- Pasadena Avenue (Cypress Avenue – Winding Way)
- Power Inn Road (Florin Road – Calvine Road)
- San Juan Avenue (Madison Avenue – Fair Oaks Blvd)
- Stockton Blvd (North of 65th Street – Power Inn Road)
- Sunrise Blvd (Madison Avenue – Coloma Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
- 47th Avenue (Franklin Blvd – Stockton Blvd)
- Road Capacity Expansion with Complete Streets and Intelligent Transportation System Improvements:
 - Antelope Road (Watt Avenue – Roseville Road)
 - Bradshaw Road (Old Placerville Road – Calvine Road)
 - Calvine Road (Power Inn Road – Grant Line Road)
 - Douglas Road (Rancho Cordova City Limit – Kiefer Blvd)
 - Elkhorn Blvd (Rio Linda Blvd – I-80)
 - Elverta Road (SR-99 – Watt Avenue)
 - Greenback Lane (Fair Oaks Blvd – Hazel Avenue)
 - Hazel Avenue (Placer County Line to Madison Avenue)
 - Jackson Highway (Watt Avenue – Grant Line Road)
 - Madison Avenue (Sunrise Blvd – Greenback Lane)
 - North Watt Avenue (Antelope Road – Capital City Freeway)
 - Roseville Road (Airbase Drive – Placer County Line)
 - South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)
 - Sunrise Blvd (Jackson Highway – Grant Line Road)
- Support of a Local Transportation Management Agency

LOCAL STREETS AND ROADS**(continued)****Local Projects of Regional Significance (8.66%) \$700.00**

8.66% of all annual net sales tax revenues shall be allocated to the local jurisdiction listed in this category to fund projects within the boundaries of these local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the system improvements to local arterials that promote regional connectivity. The interchange projects listed will require a federal, state, local and/or developer match of at least one-third of the cost of the improvement. Allocations are based on a formula which takes into account population, lane miles and sales tax generation, and funding will be provided to local jurisdictions for expenditure on these specific projects only. Recipient agencies are shown for each project.

Citrus Heights (3.60%) \$25.20

- Auburn Blvd Phase II (Rusch Park – I-80)
- Madison Avenue Corridor (Fair Oaks Blvd – San Juan Avenue)
- Sunrise Blvd (Sayonara Drive – Madison Avenue)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act, and Congestion Relief Improvements)

Elk Grove (10.20%) \$71.40

- Whitelock Parkway/SR-99 Interchange
- Elk Grove Blvd Congestion Relief
- Laguna Blvd/Bond Road Congestion Relief

Folsom (10.50%) \$73.50

- Empire Ranch Road/US-50 Interchange
- Oak Avenue Parkway/US-50 Interchange
- Oak Avenue Parkway (Folsom-Auburn Road – American River Canyon Drive)
- Folsom-Auburn Road at Folsom Lake Crossing
- Folsom Blvd/Blue Ravine Road Rail/Trail Grade Separation

LOCAL STREETS AND ROADS**(continued)****Local Projects of Regional Significance****(continued)****Galt (1.20%)****\$8.40**

- Walnut Avenue/SR-99 Interchange

Isleton (0.10%)**\$0.70**

- Local Street and Road Repair
- SR-160 Safety Plan

Rancho Cordova (10.50%)**\$73.50**

- Rancho Cordova Parkway/US-50 Interchange, including the Interchange at US-50 to White Rock Road
- White Rock Road Complete Streets (Sunrise Blvd – East City Limit)
- Widen Douglas Road (Sunrise Blvd – West City Limit)

Sacramento (30.20%)**\$211.40**

- Richards Blvd/I-5 Interchange (Implement River District Specific Plan/Railyards Specific Plan)
- Mack Road/SR-99 Interchange (Safety Improvements)
- 65th Street/US-50 Interchange (65th Street Transit Area Plan Improvements)
- I Street Bridge Replacement (Railyards Blvd) over Sacramento River
- American River Bridge to South Natomas
- Broadway Bridge over Sacramento River
- Cosumnes River Blvd Improvements (SR-99 – Franklin Blvd)
- West El Camino Avenue/I-80 Interchange (North Natomas Freeway Agreement)
- Northgate Blvd/I-80 Interchange (North Natomas Freeway Agreement)

LOCAL STREETS AND ROADS**(continued)****Local Projects of Regional Significance****(continued)****Sacramento****(continued)**

- Sacramento River/American River/Regional Bike Trails (Development, Patrol, and Maintenance for Those Areas Not Covered by Sacramento County Parks)
- Intermodal Transportation Facility Development (Phase 3 Implementation Capital Costs)

County of Sacramento (33.70%)**\$235.90**

- Arden Way (Ethan Way – Watt Avenue)
- Bradshaw Road (Old Placerville Road – Calvine Road)
- Elverta Road (SR-99 – Antelope Road)
- Fair Oaks Blvd (Howe Avenue – Madison Avenue)
- Folsom Blvd (Watt Avenue – Bradshaw Road)
- Hazel Avenue/US-50 Interchange
- Madison Avenue (Watt Avenue – Greenback Lane)
- Rural Road Shoulder and Safety Improvements
- South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)
- Sunrise Blvd (Jackson Highway – Grant Line Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
- 47th Avenue (Franklin Blvd – Stockton Blvd)

**Project may also be included in another category*

SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS (21.90%) **\$1,770.00**

21.90% of all annual net sales tax revenues shall be allocated to SacRT in funding for the transit equivalent of “Fix It First” along with needed operational and other transformative improvements. For the first five years following implementation of Ordinance No. STA 20-01, not less than one-third of these funds must be spent on achieving a state of good repair of the transit system, bus and light rail vehicle replacement, safety, security, and fare assistance for senior, disabled, student, and low-income passengers. During this period, the following performance metrics service shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.
3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Notwithstanding this allocation restriction, prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations and security may be reduced and SacRT may direct a higher percentage of the funds to other activities included in this category, provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.
2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future.

Other investments with these funds are intended to provide for improved access for the senior and disabled populations, fare subsidies for transit-dependent riders, financial support for expanded light rail operations, and the implementation of innovative services that will improve transit connections and encourage increased ridership. The following projects will be eligible for funding through this category:

- Basic State of Good Repair, Bus Replacement, Safety, and Security
- Fare Subsidy Program for Students, Seniors, and Low-income Passengers
- Low-floor Trains Systemwide
- Americans with Disabilities Act Upgrades for Bus and Rail
- Zero Emission Vehicle Shuttles
- Maintenance and Operations of New Light Rail Projects

SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS (continued)

- Florin Station TOD Partnership (\$1.0 million)
- SmaRT Ride Microtransit Program

CONGESTION RELIEF IMPROVEMENTS (24.86%) \$2,010.00

24.86% of all annual net sales tax revenues shall be allocated to the agencies indicated for highway, transit or rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. Allocations of funding to Caltrans for highway congestion improvements will be used by the department for both project development and capital expenses associated with the projects listed and will provide matching leverage for additional state and federal dollars. Proposed allocation amounts for SacRT bus and light rail projects included as transit and rail congestion improvements are intended to be flexible to allow for the transit agency to best apply the available funding to achieve the maximum benefit in matching funds from state and federal sources.

Transit and Rail Congestion Improvement Projects (13.11%) \$1,060.00

13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources.

- Capital Improvement Projects \$485.00
 - LRT Gold Line Express Service
 - LRT Green Line Extension (Township 9 – Natomas – Toward SMF)
 - LRT Extensions to Elk Grove and Folsom
 - BRT to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova
- Increased Routes and Frequencies for Both Bus and Light Rail Operations \$575.00

CONGESTION RELIEF IMPROVEMENTS

(continued)

Highway Congestion Improvement Projects (11.75%) \$950.00

11.75% of all annual net sales tax revenues shall be allocated to Caltrans, Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector project in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal dollars to ultimately complete the identified projects.

- Caltrans \$650.00
 - Capital City Freeway Bus/Carpool Lanes (I-80 – P Street)
 - I-5 Bus/Carpool Lanes (US-50 – SMF)
 - I-5/I-80 Interchange Complex Improvements
 - I-5/US-50 Interchange Complex Improvements
 - SR-99/US-50/Bus-80 Interchange Complex Improvements
- Capital Southeast Connector (SR-99 – US-50) \$248.00
- Widen, Rebuild, and Extend Kammerer Road (City of Elk Grove) \$52.00

SENIOR AND DISABLED TRANSPORTATION SERVICES (3.09%)

\$250.00

3.09% of all annual net sales tax revenues shall be allocated to SacRT and any designated consolidated transportation services agency to provide transit services for the county’s senior and disabled populations, including vehicle acquisition, operations of Americans with Disabilities Act and Non-Americans with Disabilities Act demand response service and maintenance, development and implementation of scheduling, communications, and service delivery technology to improve customer interface, senior and disabled low-fare discount programs, planning and implementation of new services to accommodate growing customer base, such as SacRT’s SmartRide service, or other similar services, for senior and disabled populations, maintenance and delivery of social services transportation, mobility training, and other innovative mobility management programs designed for elderly and disabled populations.

AIR QUALITY (2.20%) **\$ 177.50**

2.20% of all annual net sales tax revenues shall be allocated to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals. Meeting these standards as demonstrated in an approved State Implementation Plan for Sacramento Region is a legally binding requirement for the region to receive federal funds for road widening, new roads, and other infrastructure projects. The funds will also leverage millions in State dollars to support other regional efforts for active transportation and land use, electrification of the transportation sector, and future mobility options, including deployment of electric school buses, electric transit for first- and last-mile trips, charging and hydrogen fueling infrastructure, and micro-mobility shared uses.

REGIONAL MOBILITY CENTER **\$ 20.00**

\$500,000 in annual net sales tax revenues, not to exceed \$20 million for the program period, shall be available to the City of Sacramento for a Regional Mobility Center to provide funding in collaboration with other public and private entities, for a center to foster innovation in clean transportation, including electric and automated vehicle technology, to develop future smart mobility solutions for the region. The center will provide a platform for industry innovators, educational institutions and clean tech regulators to conduct research and development work to create new technology and hardware, and provide a supportive regional environment to attract and grow transformative mobility startup businesses in the area, adding new jobs and stimulating investment in clean and innovative mobility solutions. The center will also contribute to machinery and equipment costs that will be used to train a future workforce for the clean mobility sector.

COMMUTER RAIL SERVICE ENHANCEMENTS **\$ 80.00**

\$2 million in annual sales tax revenues, not to exceed \$80 million for the program period, shall be available to the San Joaquin Regional Rail Commission for operations and serve enhancements related to the Altamont Corridor Express (ACE) service that benefit Sacramento County residents. Determination of that benefit shall be based on the route-miles of ACE service and the number of stations served by ACE in Sacramento County.

SACRAMENTO INTERMODAL TRANSIT FACILITY **\$ 40.00**

\$1 million in annual sales tax revenues, not to exceed \$40 million for the program period, shall be available to the City of Sacramento for support of operations related to the Sacramento Intermodal Transfer Facility.

TRANSPORTATION MANAGEMENT AGENCIES **\$ 8.00**

\$200,000 in annual sales tax revenues, not to exceed \$8 million for the program period, shall be available to the Sacramento Area Council of Governments (SACOG) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to support the activities of Transportation Management Agencies in Sacramento County. Allocation details and program performance metrics will be developed by SACOG and SMAQMD in coordination with county Transportation Management Agencies prior to April 1, 2021, and subject to approval of the Authority.

AMERICAN RIVER PARKWAY **\$ 63.00**

Not more than \$63 million in sales tax revenues will be dedicated to the County of Sacramento, Department of Regional Parks, for the American River Parkway. The available funds will be allocated as follows: \$1 million per year from April 1, 2021, through March 31, 2039, and \$2 million per year for the remaining period of Measure A through March 31, 2061. Activities funded through this program will be coordinated with the appropriate jurisdictions in which the Parkway is located and projects eligible for funding shall include trail maintenance and rehabilitation, habitat preservation, and safety programs for trail segments where crime and safety conditions are an identified problem so as to preserve and enhance active transportation use.

PROGRAM ADMINISTRATION – INDEPENDENT TAXPAYER OVERSIGHT (1.00%) **\$ 83.78**

Not more than 1.00% of all annual sales tax revenues shall be available for Measure A program administration. The 1% limitation applies to administrative expenditures and support for Independent Taxpayer Oversight.

EXTENSION OF THE SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM (SCTMFP) **\$331.00**

The amount of revenue to be delivered through contributions from new development through the extension of the SCTMFP for the period April 1, 2039, through March 31, 2061, is estimated to be approximately \$331 million. The intended program allocation for the fees collected by this program is 35% (\$115.9 million) for Local Streets and Roads; 30% (\$99.3 million) for Transit and Road Congestion Improvement Projects and SacRT Maintenance and Operations; 10% (\$33.1 million) for Highway Congestion Improvement Projects on the local freeway system; and 25% (\$82.8 million) for transportation project environmental mitigation.

Allocations for funding from the extension of the SCTMFP are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of all retail transaction and use tax of one-half percent for local transportation purposes for a period of forty (40) years.

Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process as determined by the Authority in coordination with local jurisdictions and an allocation plan shall be in place prior to April 1, 2039.

Percentages may not add to 100% due to rounding.

EXHIBIT B**MEASURE A TAXPAYER SAFEGUARDS**

Independent Taxpayer Oversight Committee. The Authority Independent Taxpayer Oversight Committee (ITOC) shall supervise regular audits to assess the fiscal and program performance of the Measure A sales tax program to ensure that all sales tax funds are expended effectively and in accordance with the provisions of this Ordinance and Expenditure Plan. The ITOC will provide constructive advice to the Authority Board and staff on how to improve program implementation, and will study and report on other issues related to current or future administration of Measure A sales tax funds.

ITOC Membership and Selection. The composition of the ITOC, eligibility for membership, service terms, and the process for selecting and replacing members will be as set forth in Ordinance No. STA 04-01, with the exception that additional members may be added to the ITOC at the discretion of the Authority Board. ITOC members are prohibited from acting in any commercial activity directly or indirectly involving the Authority, such as being a consultant or vendor to the Authority. ITOC members shall not have direct commercial interest or employment with any public or private entity that receives Measure A sales tax funds.

Audit Requirement. The ITOC shall supervise annual fiscal audits and periodic performance audits, which shall be performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Performance audits will assess program performance relative to standards to be adopted by the Authority Board. The Board shall adopt program performance standards no later than April 1, 2021, and shall review said standards for currency every five years.

Role of Financial and Performance Audits. The ITOC shall consult with the Executive Director and the Authority Board regarding the selection of a professional auditing firm to conduct the fiscal and performance audits of the receipt and expenditure of all Measure A sales tax funds. The ITOC will report audit results—with a detailed listing of findings—to the Authority Board and public. The ITOC will recommend additional audits or program review that it believes will improve the financial operation and integrity of program implementation, while meeting all voter mandates. No professional audit firm will conduct more than five consecutive annual fiscal audits.

The Authority Board shall consider findings and recommendations from each annual audit at a publicly-noticed meeting. The annual audit report shall be made readily available to the public on the Authority's website. The Authority Board and staff shall fully cooperate with and provide necessary financial and staff support to ensure that the ITOC effectively carries out its duties and obligations. The annual cost of the ITOC shall not exceed \$150,000, adjusted for inflation, and shall be derived from the one percent (1.0%) of annual sales tax funds earmarked for Authority administration.

Maintenance of Effort. Funding provided to recipient agencies will supplement—not replace—existing local revenues dedicated for transportation projects and programs. The County and cities must continue to impose their local transportation impact fees on new development, along with the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) required by Ordinance No. STA 04-01. The Authority and ITOC shall enforce these requirements through fiscal and performance audits of the recipient agencies.

Expenditure Plan Amendments. The Authority shall conduct a formal review of the Expenditure Plan every 10 years, beginning in 2031. The purpose of this review is to ensure that the Measure A program accommodates contemporary community transportation needs in light of changing demographics, technology, and revenue estimates. Based on this review, the Authority may adopt amendments to the Expenditure Plan. Such amendments may only take effect following the amendment process outlined in Section XXIII of this Ordinance. At no other time, shall changes be made to the Expenditure Plan.



MAY 14, 2020

AGENDA ITEM # 12

SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM FORMULA SHARES DISTRIBUTION AND PROPOSED PROJECTS FOR FUNDING

Action Requested: Approve and Authorize

Key Staff: Will Kempton, Executive Director

Recommendation

1. Approve a Sacramento County application for SB 1 Cycle 3 Local Partnership Program Formula Shares for the projects and amounts shown in Table 1, and
2. Authorize the Executive Director to enter into any agreements with implementing agencies and/or the California Transportation Commission (CTC) necessary to complete and submit the application to the CTC.

Background Information

Senate Bill 1 (SB 1), the Road Maintenance and Repair Act of 2017, establishes the Local Partnership Program (LPP) to reward those counties, cities, districts and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees dedicated for the same purpose. Statewide, \$200 million in SB 1 revenue is made available annually to these entities in two components: a formulaic and a competitive program. At its meeting on March 25-26, the CTC established the schedule for the third cycle (FY's 20-21, 21-22 and 22-23) of the LPP Formula Shares program with applications due June 12th. Sacramento County's funding share for the Formulaic Program for the three-year period is \$8.79 million (based on comparative revenue production and population).

On April 14th, the Professional Advisory Group approved a recommended distribution of the Cycle 3 Formula Shares among Sacramento County, the Cities and Sacramento Regional Transit. Under this distribution proposal, Regional Transit receives \$1,600,000 (18.2% of the Cycle 3 funding) and the remainder is divided among the County and the Cities using the Measure A formula of 75 percent by population and 25 percent by road lane miles. The resulting allocation amounts are:

• Sacramento Regional Transit	\$1,600,000
• City of Citrus Heights*	\$380,000
• City of Elk Grove	\$790,000
• City of Folsom	\$380,000
• City of Galt	\$119,000
• City of Isleton*	\$5,000
• City of Rancho Cordova	\$366,000
• City of Sacramento	\$2,248,000
• County of Sacramento	\$2,902,000

*The County will receive the \$380,000 allocation for Citrus Heights through an interagency agreement between the two entities regarding a joint project to be administered by the County and an effort is underway to exchange the City of Isleton's \$5,000 allocation for an equal amount of County Measure A funds.

Discussion

Agency staffs were asked to prepare concise project scopes based on allocation amounts and the Sacramento Area Council of Governments has prepared brief project summaries which are attached. The proposed expenditures are also included in Table 1 below:

Implementing Agency	Allocation	Project	Location(s)
Regional Transit	\$1,600,000	Light Rail Modernization	Gold Line
Citrus Heights	\$380,000	Shared Roadway Agreement with Sacramento County	Madison Avenue
Elk Grove	\$790,000	Pavement Slurry Seal and Resurfacing	Citywide
Folsom	\$380,000	Natoma Street Drainage	Natoma and Riley Streets in Folsom Locations
Galt	\$119,000	Pavement Rehabilitation	Citywide
Isleton	\$5,000	Potential Exchange with Sacramento County	
Rancho Cordova	\$366,000	Street Rehabilitation	Citywide
Sacramento	\$2,248,000	Corridor Improvements	Citywide
Sacramento County	\$2,902,000	Street Rehabilitation	Countywide
TOTAL	\$8,790,000		

After Board approval, the application packet will be compiled and submitted to the CTC by June 12, 2020. CTC staff will release their recommendations November 12, 2020, and the Commission is scheduled to adopt the program December 2-3, 2020.

Attachment

Implementing Agency	LPP Request (000's)	Title	Description	Fiscal Year	Total Project Cost (000's)
Sac RT	1,600	Light Rail Modernization (Gold Line Phase 1)	<ul style="list-style-type: none"> Investments for either or both the purchase of new low floor light rail vehicles and/or the conversion of light rail stations. 	2020-21	242,040
City of Citrus Heights			<ul style="list-style-type: none"> The City is committing their LPP allocation of \$380,000 to the County of Sacramento per a Shared Roadway Agreement for improvements to Madison Ave. 		N/A
City of Elk Grove	790	Pavement Slurry Seal and Resurfacing	<ul style="list-style-type: none"> Improvements in various locations Rehabilitate pavement and, where necessary, upgrade non-standard curb ramps. 	2020-21	3,413
City of Folsom	380	Natoma Street Drainage Phase 2	<ul style="list-style-type: none"> Improvements along Natoma Street, from Scott Street to Riley Street, along Riley Street, from Natoma Street to Mormon Street. Realign, replace, and rehabilitate failing storm drain facilities, including drain pipe, manholes, drainage inlets, culverts, and culvert headwalls. Additional work includes channel bank stabilization. 	2020-21	1,200
City of Galt	119	Pavement Rehabilitation	<ul style="list-style-type: none"> Improvements along various locations Rehabilitate roads and, where necessary, upgrade non-standard curb ramps. 	2020-21	669
City of Isleton	5		<ul style="list-style-type: none"> The City intends to complete a funding exchange with the County of Sacramento 		N/A
City of Rancho Cordova	366	Citywide Street Rehabilitation	<ul style="list-style-type: none"> Improvements along Cordova Lane and Cordova Vineyards neighborhoods, on various roads bounded by Folsom Boulevard, Coloma Road, Cordova Lane and Zinfandel Drive Asphalt Overlay, Mill and Repave, Full Depth Reclamation, Minor concrete replacement and ADA Ramps. 	2020-21	11,760
City of Sacramento	2,248	Transportation Corridor Improvement	<ul style="list-style-type: none"> Improvements at various locations Rehabilitate pavement with installation of curb ramps and, wherever feasible, corridor improvements such as installation of bike lanes, sidewalks, traffic safety improvements, crosswalks, and/or traffic signal upgrades 	2020-21	5,248

Implementing Agency	LPP Request (000's)	Title	Description	Fiscal Year	Total Project Cost (000's)
County of Sacramento*	1,137	Street Rehabilitation - Phase 4	<ul style="list-style-type: none"> • Improvements in Arden-Arcade community on Ashton Drive from Saverien Drive to Wixford Way, on Saverien Drive from American River Drive to Fair Oaks Boulevard, on Wixford Way from American River Drive to the end of the street, on Barberry Lane from Morse Avenue to Watt Avenue, on Holly Drive from Crocker Road to Larch Lane, and on Watt Avenue from Cottage Way to El Camino Avenue, • Improvements in the Carmichael community on California Avenue from Oak Avenue to Palm Drive, on Charleston Drive from Winding Way to Rustic Road, and on Robertson Avenue from Walnut Avenue to Fair Oaks Boulevard • Improvements in the Rio Linda community on West Elkhorn Boulevard from West 2nd Street and 2nd Street. • Rehabilitate existing pavement, repair sidewalks, and install ADA curb ramps. 	2020-21	7,400
County of Sacramento*	2,150	Street Rehabilitation - Phase 5	<ul style="list-style-type: none"> • Improvements in the community of Fair Oaks on Madison Avenue, from Dewey Drive to San Juan Avenue. • Improvements in the community of Orangevale on Kenneth Avenue, from Central Avenue to Oak Avenue: Repair failed areas of the pavement (base repair) • overlay the roadway with asphalt concrete pavement; repair damaged curb, gutter, sidewalk; and other various items of work to complete the overlay including but not limited to adjusting manholes and restriping the roadway. 	2021-22	4,300

*County of Sacramento LPP requests include \$380,000 from the City of Citrus Heights and \$5,000 from the City of Isleton



MAY 14, 2020

AGENDA ITEM # 13

INTRODUCTION OF SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM COMPETITIVE PROJECT NOMINATIONS

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Recommendation

Accept introduction of Sacramento County Project Nominations for the Competitive component of SB 1 Cycle 3 of the Local Partnership Program.

Background Information

Senate Bill 1 (SB 1), the Road Maintenance and Repair Act of 2017, establishes the Local Partnership Program (LPP) to reward those counties, cities, districts and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees dedicated for the same purpose. Statewide, \$200 million in SB 1 revenue is made available annually to these entities in two components: a formulaic and a competitive program. At its meeting on April 29, the CTC revised the schedule for the third cycle (FY's 20-21, 21-22 and 22-23) of the LPP Competitive Program with applications due June 30th.

For Cycle 3, just over \$187 million is available statewide for this highly competitive source of funding. Projects funded from the Local Partnership Competitive Program (LPCP) require at least a one-to-one match of private, local, federal or state funds and the program will only fund the construction component of a capital project. To help ensure an equitable competition, the CTC compares projects based on the population of jurisdictions across which the tax or fee is applied. Sacramento County falls in Category I for entities with a population greater than 1,500,000. The minimum request for LPCP funds for Category I is \$5 million and the maximum is \$25 million per project. The Authority will be considered the applicant for this program with local jurisdictions who apply serving as the implementing agencies. An applicant submitting multiple project nominations must prioritize its projects prior to submitting those nominations.

The CTC has established evaluation criteria that gives higher priority to:

- Projects that are more cost-effective
- Projects that can commence construction or implementation earlier
- Projects that leverage funds above the required matching amount
- Projects that reduce greenhouse gas emissions and advance the State's air quality and climate goals
- Projects that minimize vehicle miles traveled while maximizing throughput
- Projects that can demonstrate regional and community support
- Projects that address safety and system preservation needs
- Within a Metropolitan Planning Organization, projects that further the implementation of sustainable communities strategies

Again, the STA project applications and priorities are due to the CTC no later than June 30th. During Cycle 2 of this program in 2017-2018, Sacramento County did quite well, with two of our six project nominations being funded: \$5 million for the City of Sacramento Downtown Grid 3.0 Implementation Project and \$20 million for the Capital SouthEast Connector.

For this cycle, a total of five projects are being nominated for the Competitive Grant Program:

Table 1: LPP Competitive Grant Program Nominations Through the STA

<u>Implementing Agency</u>	<u>Project(s)</u>	<u>Requested Amount</u>
Sacramento Regional Transit	Sacramento Valley Station (SVS) Loop	\$10,000,000
City of Elk Grove	Kammerer Road Complete Reconstruction	\$5 million
City of Rancho Cordova	White Rock Road Safety and Congestion Relief Project	\$13,250,000
County of Sacramento	Elverta Road Improvement Project: Dutch Haven Boulevard to Watt Avenue	\$5,500,000
County of Sacramento	South Watt Avenue Improvement Project, Florin Road to Jackson Road	\$13, 277,000

A summary description of the projects nominated is included in the attachment.

Today, the STA Governing Board will hear presentations from each of the sponsoring implementing agencies regarding individual project nominations. At the June 11, 2020 meeting, the Authority will be asked to prioritize the above projects from one to five. The CTC may elect to only evaluate the highest priority application(s) submitted by each agency but is also not under any to take into consideration the STA's rankings.

All projects will compete against other nominated projects from throughout the state. The CTC has indicated it will give consideration to geographic balance, but over multiple programming cycles. The fact that the STA was awarded funding in the last cycle could be a detriment to our chances for funding this time around. Since Category I is the most competitive category, it is recommended that the Board carefully consider the CTC evaluation criteria as it ranks projects next month.

Attachment

SB 1 Local Partnership Program (LPP) Competitive Project Nominations

Sacramento Regional Transit District - Sacramento Valley Station (SVS) Loop

The Sacramento Valley Station (SVS) Loop project is a 1.55 mile improvement of Sacramento's Regional Light Rail System from SVS to Township 9. Specifically, these improvements include double tracking of the existing light rail system on H St. and 7th St. and the realignment of SacRT's SVS light rail station from the existing east/west orientation to a north/south orientation station serving the both of the existing light rail lines (Gold and Green Lines) and the purchase of 7 new low-floor light rail vehicles to provide 15 minute service along the Green Line between SVS and Township 9.

City of Elk Grove - Kammerer Rd Complete Reconstruction

This project will reconstruct existing Kammerer Road from Bruceville Rd. to Lent Ranch as a two lane divided roadway (one lane in each direction) with lane, shoulder/class III bikeway and median widths that meet current standards. Also, the project will include the incorporation of two way left turn lanes.

City of Rancho Cordova - White Rock Road Safety and Congestion Relief Project

The White Rock Road Safety and Congestion Relief Project is part of an innovative planning effort to alleviate regional congestion, improve roadway safety, nurture economic development, and promote the livability and quality of life in the greater Sacramento region. The proposed project will improve approximately 3 miles of White Rock Road from Fitzgerald Road to the City Limits and will provide parallel capacity and a reliever route to U.S. Highway 50. White Rock Road will be widened to four lanes, add class II bike lanes in each direction, low impact developed landscaped median, drainage facilities, fiber interconnect network and new traffic signals at the intersections of Fitzgerald Road, Luyung Drive and Rancho Cordova Parkway.

Sacramento County - Elverta Road Improvement Project: Dutch Haven Boulevard to Watt Avenue

The project objectives are to reduce existing and projected traffic congestion, improve safety and mobility for all modes of travel, and connect bicyclists, pedestrian and equestrians to the Dry Creek Parkway. The Elverta Road Improvement Project will widen Elverta Road between Dutch Haven Boulevard and Watt Avenue from two to four lanes and install Class II bike facilities and landscaped median. The project will also include replacement of the functionally

SB 1 Local Partnership Program (LPP) Competitive Project Nominations (continued)

obsolete bridge over Dry Creek to address flooding, ITS improvements at the intersection of Elverta Road and 28th Street to optimize traffic flow, installation of sound wall from Dutch Haven Boulevard to Gibson Ranch Park, and installation of new roadside ditches and driveway culverts on Elverta Road.

Sacramento County - South Watt Avenue Improvement Project, Florin Road to Jackson Road

The project will construct improvements on South Watt Avenue between Florin Road and Jackson Road (State Route 16) to improve mobility choices and relieve congestion. This section of South Watt Avenue is currently an outdated rural-type roadway with one traffic lane in each direction, no accommodations for transit, bicycles and pedestrians, and a PCI ranging from 29 to 52. The roadway has a volume to capacity ratio of 1.6, resulting in heavy congestion and level of service (LOS) F conditions throughout the corridor and on intersecting and parallel arterial roadways for extended periods, particularly during morning and evening peak hours. Planned improvements include: widening from two to four lanes; installing buffered Class II bike lanes, and sidewalks; upgrading signals with bicycle detection and ITS components; providing disability access features and ADA upgrades throughout the project; constructing landscaped medians and center turn lanes; and rehabilitating and resurfacing the existing pavement. The proposed improvements would also include: intersection modifications with bus turn out for planned transit service and traffic signal upgrades at Florin Road, Elder Creek Road, Wayne Ct , Fruitridge Road, and Jackson Road intersections; replacement of the bridge at the Morrison Creek Crossing; and upgrades to the railroad crossing south of Elder Creek Road. The existing pavement will also be rehabilitated.