



A G E N D A

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)

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

THURSDAY

MARCH 11, 2021

1:30 PM

Members: Rich Desmond, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Patrick Kennedy, Mike Kozlowski, Steve Miller, Don Nottoli (Chair), Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela (Vice Chair), Mai Vang

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Rosario Rodriguez, Darren Suen, Donald Terry

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

PUBLIC COMMENT PROCEDURES

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AGENDA

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

March 11, 2021

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VIEW MEETING

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

1. Comments From The Public Regarding Matters Not On The Agenda
2. Executive Director's Report

Sabrina Drago

CONSENT ITEMS

3. Approve Action Summary: January 14, 2021 STA Governing Board Meeting ◀ December 10, 2020 STA Addendum Governing Board Meeting *Jennifer Doll*
4. Capital Allocation Funding Agreements ◀ *Timothy Jones*
 - City Of Sacramento (Extension)
 - City Of Citrus Heights (Extension)
 - Capital SouthEast Connector (Extension)
 - County Of Sacramento (Extension)
5. Measure A Capital Projects Status Report – 2nd Quarter Fiscal Year 2021 *Timothy Jones*
6. Budget To Actual Report – 2nd Quarter Fiscal Year 2021 *Timothy Jones*
7. Annual Adjustment To The Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) Rates ◀ *Timothy Jones*

AGENDA

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

March 11, 2021

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- | | |
|---|----------------------|
| 8. Request For Proposal For Polling Consultant | <i>Sabrina Drago</i> |
| 9. I-5 Managed Lanes Infrastructure For Rebuilding America (INFRA)
Grant Application Sponsorship | <i>Sabrina Drago</i> |

SEPARATE ITEMS

- | | |
|--|---------------------|
| 10. Independent Tax Payer Oversight Committee Update | <i>Joan Borucki</i> |
| 11. Comments Of Authority Members | <i>All</i> |

◀ *Denotes items that require Board action*

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



MARCH 11, 2021

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

Welcome Mike

I wanted to start off this meeting with a big welcome to Mike Kozlowski. Mike has been a long serving alternate for the City of Folsom and we are happy to welcome you as a member of the STA Governing Board.

Revenue Projections

We recently received our annual update on revenue projections. Solely looking at revenue generated from the half-cent sales tax (\$0.005), the Authority is projecting an increase of about \$240 million over the remaining 18 years of the Measure A program. This additional revenue goes a long ways towards meeting Board approved target allocations over the two remaining decennial periods with our five eligible partner agencies.

As stated in previous meetings, we believe this increase in projected revenue is due to both the Wayfair Decision and the population growth in the region.

CIP

Staff is still actively working with the five partner agencies remaining in the CIP - the City of Sacramento, City of Citrus Heights, County of Sacramento, Caltrans, and the Connector JPA – to program the remaining two decennial periods. The programming is nearly finalized, and Staff will present a summary of the projects and funding to the Governing Board during the April meeting. The program is fiscally constrained, and allocations are directly tied to projected cash flows. The Authority and partner agencies are confident that these allocations will allow capital projects to be designed and constructed and create opportunities to leverage additional funding.

Decennial Review Update

The STA Professional Advisory Group (PAG) met on February 23 to discuss the public comments for the Decennial Review of the Measure A Expenditure Plan. Per the principles approved by this Board and the PAG, no changes were made in the allocations to the expenditure plan. There will be recommendations to add language around eligible expenditures to bicycle and pedestrian safety, education and facilities. STA staff will bring our recommendations before the Board in April.

STA Representation

As one of the 25 counties in the state of California who collects and programs sales tax and development fee revenue to fund transportation, the STA is part of the “Self Help Counties Coalition” (SHCC). SHCC has facilitated two meetings in the past month: one with Caltrans Director Toks Omishakin to discuss the importance of local funding and learn more about available partnerships, allocations and flexibility with federal funding. Director Omishakin confirmed that the federal administration is looking at creating a large competitive infrastructure funding program and he will share specific language and project types as he learns more. One of the Director’s core mission is Vision Zero, which is a program to eliminate traffic fatalities and serious injuries. The City of Sacramento is a partner in the program and STA staff will be working with them, Caltrans and other partner agencies on how we can best support this vision.

Additionally, the SHCC met with the California State Transportation Agency (CALSTA) to review and discuss their draft Climate Action Plan for Transportation Infrastructure. It is important that STA is part of these discussions in order to understand where the state and their funding policies are heading, and to have a voice for the Board, partner agencies and traveling public in the region. Per the Governor’s Executive Order N-19-19 to expand clean transportation options, CALSTA has been working for nearly a year, alongside the public and partner agencies to develop a robust plan to create a more sustainable transportation network. CALSTA’s goal is to maintain and build upon the “fix it first” approach, ensure that all areas of the state can benefit from any changes in the alignment of funds and to set a framework to balance local needs with standardized approaches. Upon the release of the final report, I will summarize any potential impacts to our local agencies.

As the nominating agency for CTC’s Local Partnership Program, the STA has many opportunities to be engaged in local projects. To date, STA is serving as an advisor on the following local projects: Caltrans I-5 Managed Lanes, SACOG Next Generation Transit Study, and the Sacramento Regional Rail Working Group.

Finally, I will be speaking at the March meeting of the Sacramento Metro Advocates for Rail and Transit (SMART) to discuss the STA and Measure A.

SACOG Community Design Grants

As a part of the Smart Growth Incentive Program, the Authority has allocated \$5.5 million to serve as a match to our partner agencies upon successful selection during the SACOG Community Design Grants award process. SACOG anticipates announcing the selected projects in April and we will update the Board at the following meeting on the recipients and STA match.

Request for Proposal for the Freeway Service Patrol

The current Contract for SacMtero Freeway Service Patrol Zones 3 & 4 on HWY 50 will expire June 30, 2021. STA will be releasing a RFP for roadside assistance and towing services on these two Zones in March. The RFB will be sent to the pre-qualified bidders pool (All American Towing & Transport, Stanislaus Towing Service, Sierra Hart Auto Center & College Oak Towing).



MARCH 11, 2021

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: JANUARY 14, 2021 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the January 14, 2021 meeting of the STA Governing Board.

Attachment



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

THURSDAY

JANUARY 14, 2021

1:30 PM

Members: Rich Desmond, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Kennedy, Steve Miller, Don Nottoli (Chair), Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang
(All members were present; Member Kozlowski present for Member Howell)

Alternates: Nick Avdis, Shawn Farmer, Mike Kozlowski, Porsche Middleton, Darren Suen, Donald Terry

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

PARLIAMENTARY ITEM

1. Selection Of Chair And Vice-Chair For Calendar Year 2021

1:39 PM Board Action: Phil Serna/ Mai Vang - Elected Director Don Nottoli as Chairperson and Director Katie Valenzuela as Vice-Chairperson.

AYES: Rich Desmond, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Mike Kozlowski, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: (None)

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

COMMENT ITEMS

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

1:46 PM Board Action: No public comments were made.

3. Executive Director's Report

1:46 PM Board Action: Executive Director Sabrina Drago provided an update regarding new representatives to the Board, the Measure A sales tax revenue during the period of July through December 2020, meeting with the five agencies remaining in the Capital Improvement Project Program, Decennial Review update, expansion of public education and outreach efforts, establishment of a workgroup to refresh the land use categories for the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP), Federal funding and leverage opportunities including an omnibus spending bill approved by Congress and signed by President Donald Trump, the resignation of the United States Department of Transportation Secretary and the expectation that the Biden administration will introduce a large-scale transportation package with funding available for state and local agencies.

CONSENT ITEMS

1:53 PM Board Action: Jeff Harris/ Bobbie Singh-Allen - Approved the Consent Matters, Items 4 through 7, as recommended.

AYES: Rich Desmond, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Mike Kozlowski, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: (None)

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

4. Approve Action Summary: December 11, 2020 STA Governing Board Meeting

1:53 PM Board Action: Approved as recommended.

5. SacMetro Freeway Service Patrol Status Report – 2nd Quarter Fiscal Year 2021

1:53 PM Board Action: Received and filed the report.

6. Sacramento Abandoned Vehicle Service Authority Report – 1st Quarter Fiscal Year 2021

1:53 PM Board Action: Received and filed the report.

7. CTSA Grant Agreements For SacRT And Paratransit Inc.

1:53 PM Board Action: Approved as recommended.

SEPARATE ITEMS

8. Decennial Review Hearing (Public) On Potential Amendments To The Measure A Expenditure Plan

1:55 PM Board Action: Executive Director Sabrina Drago provided an oral presentation regarding the status of the Decennial Review Process and conducted a public hearing with input from the general public regarding potential amendments to the Measure A Expenditure Plan. No Board action taken.

9. Recognition And Appreciation Of Departing Board Members Of The Governing Board For Service To The Sacramento Transportation Agency

2:00 PM Board Action: Executive Director Sabrina Drago provided an oral presentation recognizing departing members including Steve Hansen, Patrick Hume, Susan Peters and Darren Suen. Director Don Nottoli thanked the outgoing members and former Executive Director Will Kempton for their contributions to the Board. Director Paul Sandhu congratulated and welcomed the new Executive Director, new Board members and thanked the outgoing members for their service. Director Jeff Harris wished all the members a happy New Year. Director Patrick Kennedy thanked all the departing members and acknowledged Member Darren Suen for his leadership during the COVID-19 pandemic.

10. Comments Of Authority Members

2:05 PM Board Action: Director Mai Vang congratulated Directors Don Nottoli and Katie Valenzuela upon their elections as Chairperson and Vice-Chairperson.

Adjourned at 2:06 p.m.

Respectfully Submitted,


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



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

THURSDAY

DECEMBER 10, 2020

1:30 PM

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

(Members Howell, Hume and Sandu were not present)

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

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

CONSENT ITEMS

1. Resolution Recognizing Will Kempton Upon The Occasion Of His Retirement From The Sacramento Transportation Authority And Presentation To Follow

1:35 PM Board Action: Susan Peters/ Darren Suen - Approved by Resolution No. **STA-20-0006**.

AYES: Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Patrick Kennedy, Steve Miller, Don Nottoli, Susan Peters, Jay Schenirer, Nick Avdis, Rosanna Herber, Darren Suen

NOES: (None)

ABSTAIN: (None)

ABSENT: Kerri Howell, Patrick Hume, Paul Sandhu

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

Adjourned at 2:35 p.m.

Respectfully Submitted,


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



MARCH 11, 2021

AGENDA ITEM # 4

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 Citrus Heights 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 extend the County of Sacramento’s Capital Project Allocation and Expenditure Contract.

Background Information

In August 2015, the STA executed a contract with the City of Sacramento in the amount of \$21.323 million to fund two projects – the Downtown Intermodal Station and Richards Blvd/Interstate 5 Interchange. In 2018, 2019 and 2020 the STA authorized extensions to the contract to allow more time to spend the remaining funds, the last of which extends it through June 2021.

Also, in August 2015, the STA executed a contract with the Capital SouthEast Connector in the amount of \$25.64 million to fund planning and construction costs for the project. In 2018 and 2020 the STA authorized extensions to the contract, the last of which extends it through June 2021 to allow more time to spend the remaining funds.

In June 2018, the STA executed a contract with the County of Sacramento in the amount of \$37.628 million to fund the eight projects summarized in the table below:

Table with 3 columns: Project, Allocation Amount, Allocation Unspent. Rows include Hazel – US 50 to Madison, Hazel – US 50 to Folsom Blvd., Greenback – Fair Oaks to Main, Madison – Sunrise to Hazel, Sunrise – Jackson to Grant Line, Watt – Antelope to Cap City.

Folsom – Watt to Bradshaw	\$1,303,000	\$646,000
South Watt – Folsom to Calvine	\$7,030,000	\$6,800,000
Totals	\$37,628,000	\$32,083,000

In May 2020, the STA executed a contract with the City of Citrus Heights in the amount of \$600,000 to fund a project on Greenback Lane. The City has not spent any of the funding to date.

Discussion

During the last two months, staff have been working with each of these four jurisdictions to determine a reasonable financing plan for each project given program cash constraints and regional and agency priorities. Based on those discussions, the following programming has been agreed upon.

- The City of Sacramento asks that its contract be extended thirty-six (36) months through June 30, 2024. During that time, all remaining funding - \$6.7 million – for the Intermodal Station and - \$2.7 million - for the Richards Blvd./I-5 Interchange project is expected to be spent.
- The City of Citrus Heights asks that its contract be extended twelve (12) months through June 30, 2022. All the original allocation - \$600,000 - remains unspent, but the City expects that all the funding will be spent during the coming fiscal year.
- The Capital SouthEast Connector asks that its contract be extended twenty-four (24) months through June 30, 2023. The remaining allocation - \$5.5 million - is expected to be spent within the contract extension period.
- The County of Sacramento asks that its contract be extended forty-eight (48) months through June 30, 2025. Many of the County’s projects have experienced delays, but County staff expect to significantly accelerate spending in the next several years as several large projects begin the construction phase. The remaining allocation - \$32.083 million - is expected to be spent within the contract extension period.

The execution of these contract extensions is necessary to carry out the planned capital program expenditures included in the Authority’s upcoming FY 2021-22 budget.

Attachments

- *Contract extensions*
- *Original contracts*

**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 FOURTH AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2021, 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, AUTHORITY, on May 14, 2020, amended Contract by adding an additional twelve (12) months to the length of the term to June 30, 2021: 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 thirty-six (36) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2024; 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

Sabrina Drago
Executive Director

Printed Name and Title

Date

Date

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.

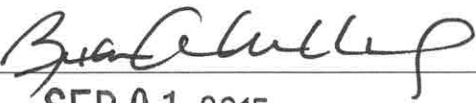
- f. STA staff will review progress payment claims on a selected basis.
- g. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
- h. Claims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

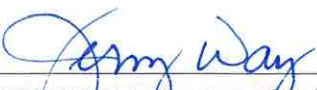
The parties promise and agree to abide by the terms of this Contract as set forth above.

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

**NO COST EXTENSION OF THE MAY 14, 2020
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY
AND THE CITY OF CITRUS HEIGHTS REGARDING THE
GREENBACK LANE/SUNRISE BLVD. PROJECT**

THIS FIRST AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2021, 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 CITRUS HEIGHTS, 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 capital improvement project: Greenback Lane I-80 to Folsom/Auburn Road ("Project"); and

WHEREAS, AUTHORITY and ENTITY are parties to a May 14, 2020 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, 2021; 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, 2022; 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 CITRUS HEIGHTS

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

Sabrina Drago
Executive Director

Printed Name and Title

Date

Date

CONTRACT STA-20-CAE-001

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

This Contract is made as of May 14, 2020 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**

DocuSigned by:

9343DA71F7DD48F

Authorized Signature



WILL KEMPTON, Executive Director

Chris Boyd City Manager

Printed Name and Title

6/4/2020

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 THIRD AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2021, 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, AUTHORITY, on May 14, 2020 amended Contract by adding an additional twelve (12) months to the length of the term to June 30, 2021; 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 twenty-four (24) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2023; 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**

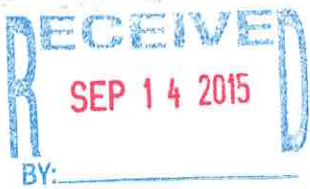
**SACRAMENTO TRANSPORTATION
AUTHORITY**

Derek Minnema, Executive Director

Sabrina Drago, Executive Director

Date

Date



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.

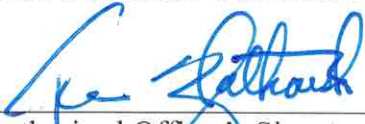
14. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to 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 JUNE 14, 2018
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY
AND THE COUNTY OF SACRAMENTO REGARDING ALL PROJECTS IDENTIFIED IN
SECTION 2 OF THE CONTRACT**

THIS FIRST AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2021, 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 COUNTY 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 capital improvement projects: Hazel Ave. Improvements: Placer County Line - Folsom Blvd., Greenback Lane: I-80 - Folsom/Auburn Rd., Madison Ave: Watt Ave. - Greenback Lane, Sunrise Blvd: Placer County Line - Grant Line Rd., Watt Ave: Antelope - Capital City Freeway, Folsom Blvd: 65th St. - Sunrise Blvd., South Watt Ave/Elk Grove – Florin Rd: Folsom Blvd. - Elk Grove Blvd. ("Projects"); and

WHEREAS, AUTHORITY and ENTITY are parties to an June 14, 2018 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, 2021; 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 forty-eight (48) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2025; 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.

COUNTY OF SACRAMENTO

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

Sabrina Drago
Executive Director

Printed Name and Title

Date

Date

CONTRACT STA-18-CAE-001

Capital Allocation and Expenditure Contract For County of Sacramento Measure A Transportation Capital Projects

This Contract is made as of June 14, 2018 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 County 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 Projects. The Capital Projects funded by this Contract are:
 - a. HAZEL AVENUE: US HIGHWAY 50 – MADISON AVENUE. Design, engineering, and environmental clearance; right-of-way acquisition; and construction to widen Hazel Avenue from four lanes to six lanes between US Highway 50 and Madison Avenue. The project includes the construction of new bicycle and pedestrian facilities, including bike lanes, separated sidewalks, and a barrier separating bicycle/pedestrian/equestrian modes from vehicular traffic on the American River Bridge. The project will also construct parkway features throughout the corridor, including landscaping, pedestrian pathways, and sound walls. The project includes traffic signal modifications at Curragh Downs Drive, Winding Way, La Serena Drive, and the fire station at Roediger Lane.
 - b. HAZEL AVENUE: US HIGHWAY 50 INTERCHANGE AND FOLSOM BOULEVARD INTERSECTION. Design, engineering, and environmental clearance; right-of-way acquisition; and construction to provide capacity, safety, and access improvements at the Hazel Avenue/US Highway 50 interchange and the Hazel Avenue/Folsom Blvd intersection. The project includes widening Hazel Avenue to six lanes south of US Highway 50 and extending the roadway south of Folsom Blvd. to connect residential and business development areas.

- c. GREENBACK LANE: FAIR OAKS BLVD. – MAIN STREET, PHASE I. Engineering, environmental clearance, design, right-of-way acquisition and construction of capacity and complete street improvements on Greenback Lane between Fair Oaks Blvd. and the Folsom city limits. Improvements include, but are not limited to: widening for additional traffic lanes; new bicycle and pedestrian facilities including bike lanes, curbs, gutters, sidewalks, disability access features and ADA upgrades; pavement rehabilitation and resurfacing; raised landscaped medians; intersection and traffic signal modifications; traffic operations system upgrades and deployment of intelligent transportation system strategies; new transit stops and access improvements; landscaping, streetscape and other aesthetic enhancements; and soundwalls.
- d. MADISON AVENUE: SUNRISE BLVD. – HAZEL AVENUE. Engineering, environmental clearance, design, right-of-way acquisition, and construction of capacity and complete street improvements on Madison Avenue between Sunrise Blvd. and Hazel Avenue. Proposed project improvements include, but are not limited to: widening for additional traffic lanes; new bicycle and pedestrian facilities including bike lanes, curbs, gutters, sidewalks, disability access features and ADA upgrades; pavement rehabilitation and resurfacing; raised landscaped medians; intersection and traffic signal modifications; traffic operations system upgrades and deployment of intelligent transportation system strategies; new transit stops and access improvements; landscaping, streetscape and other aesthetic enhancements; and sound walls.
- e. SUNRISE BOULEVARD: JACKSON ROAD – GRANT LINE ROAD. Design, engineering, environmental clearance, right-of-way acquisition, and construction of capacity and complete-street improvements on Sunrise Blvd. between Jackson Road and Grant Line Road. Improvements include: widening for additional traffic lanes; new bicycle and pedestrian facilities, including bike lanes; curbs, gutters, disability access improvements and ADA upgrades; pavement rehabilitation and resurfacing; raised landscape medians; intersection and traffic signal modifications, traffic operations system upgrades and intelligent transportation system deployment; new transit stops; landscaping, streetscaping, and other aesthetic improvements; replacement of reinforced concrete bridge at Laguna Creek; sound walls; and grade separation at Jackson Road.
- f. WATT AVENUE: ANTELOPE ROAD – CAPITAL CITY FREEWAY. Engineering, environmental clearance, design, right-of-way acquisition, and construction of capacity and complete street improvements on Watt Avenue between Antelope Road and the Capital City Freeway. Improvements include, but are not limited to: widening for additional traffic lanes; new bicycle and pedestrian facilities including bike lanes, curbs, gutters, sidewalks, disability access features and ADA upgrades; pavement rehabilitation and resurfacing; raised landscaped medians; intersection and traffic

signal modifications; traffic operations system upgrades and deployment of intelligent transportation system strategies; new transit stops and access improvements; landscaping, streetscape and other aesthetic enhancements; and sound walls.

- g. **FOLSOM BOULEVARD: WATT AVENUE – BRADSHAW ROAD.** Engineering, environmental clearance, design, right-of-way acquisition, and construction of capacity and complete street improvements on Folsom Blvd. to address existing and projected congestion, improve mobility for all modes of travel, and implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Improvements include, but are not limited to: new bicycle and pedestrian facilities including bike lanes, curbs, gutters, sidewalks, disability access features and ADA upgrades; pavement rehabilitation and resurfacing; raised landscaped medians; intersection and traffic signal modifications; traffic operations system upgrades and deployment of intelligent transportation system strategies; new transit stops and access improvements; landscaping, streetscape and other aesthetic enhancements; and sound walls.
 - h. **SOUTH WATT/ELK GROVE-FLORIN ROAD: FOLSOM BOULEVARD – CALVINE LINE ROAD.** Widen South Watt Avenue/Elk Grove-Florin Road from two to four lanes between Gerber Road and State Route 16. Construct two additional traffic lanes, a raised landscaped median, paved shoulders, new bicycle and pedestrian facilities, and intersection and traffic signal modifications at the intersections of South Watt Avenue with Florin Road, Elder Creek Road, Fruitridge Road and State Route 16. The project will also replace the bridge at Morrison Creek and upgrade the railroad crossing south of Elder Creek Road.
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 **\$37,628,000** for expenditure on the Capital Projects during FYs 2019, 2020, and 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(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 County Board of Supervisors.
 - 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 percent of the total allocation after Entity commences work and begins incurring project expenses.
- b. Disbursements shall generally follow the Projected Expenditure and Reimbursement Schedule shown in Attachment A, which shall be updated by Entity Project Manager each February 1 and August 1 beginning in 2019 and submitted to Authority. Requests for reimbursement that materially deviate from the current projected expenditure schedule must first be approved by the STA Executive Director.
- c. To ensure the Authority has sufficient cash flow to meet all its capital obligations, total reimbursements to Entity under this contract shall not exceed \$10,000,000 in Fiscal Year 2019. Total reimbursements under this contract for Fiscal Years 2019 and 2020 combined shall not exceed \$25,000,000.
- d. Claims for payment shall be submitted no more often than monthly.
- e. 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.

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

COUNTY OF SACRAMENTO

**SACRAMENTO TRANSPORTATION
AUTHORITY**


Authorized Signature


NORMAN HOM, Executive Director


Printed Name and Title

22 June 2018
Date

20 JUNE 2018
Date



MARCH 11, 2021

AGENDA ITEM # 5

CAPITAL PROJECT STATUS REPORTS – 2ND QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

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

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

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

Attachment

Measure A Capital Projects Quarterly Status Report



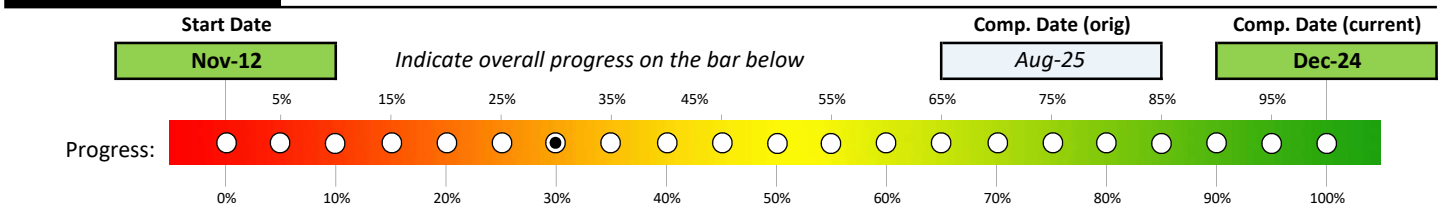
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	California Department of Transportation	Project Mgr:	Jim K Rogers		
		Contact Info:	916-826-6052		
Project Name:	US Highway 50 Bus & Carpool Lanes - phase 2				
Sponsor Project ID Number:	03-3F360/03-0H08U	STA Project ID Number:	A-47-CT		
Original Est. Project Cost:	\$ 68,315,000.00	Current Est. Project Cost:	\$ 147,480,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 15,945,604.00	Projected Spending	3Q:	\$ 875,000.00
Previous Contract(s) Spending:	15,310,227.98		4Q:	\$ 875,000.00
Current Contract Amount:	\$ 12,500,000.00		1Q:	\$ 875,000.00
Current Contract Spending:	\$ 1,133,942.87		2Q:	\$ 875,000.00
Expended This Quarter:	\$ 724,866.43	Funds leveraged using local match		
Total Remaining:	\$ 11,276,566.72		\$	442,000,000.00

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

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

- Coordination continued with Union Pacific Rail Road and Sacramento Regional Transit.
- Coordination continued with City of Sacramento on adjacent projects, parking impacts and utility work.
- Flatiron West Inc. with their design partner WSP are developing plans for the project.
- Design work is progressing at a rapid pace with preliminary construction worked scheduled to begin in November.
- Started Tree removal work to accommodate soundwall construction in the Elmhurst Neighborhood area.

Measure A Capital Projects Quarterly Status Report



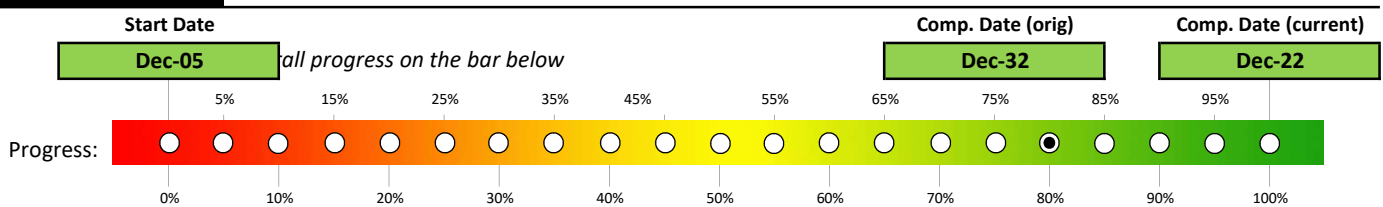
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	California Department of Transportation	Project Mgr:	Jess Avila		
		Contact Info:	530-741-4533		
Project Name:	Interstate 5 Bus & Carpool Lanes				
Sponsor Project ID Number:	03-3C000 and 03-3C001	STA Project ID Number:	A-45-CT		
Original Est. Project Cost:	\$ 188,479,000.00	Current Est. Project Cost:	\$ 125,530,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 3,185,454.00	Projected Spending	3Q:	\$ 2,200,000.00
Previous Contract(s) Spending:	\$ 3,185,454.00		4Q:	\$ 1,800,000.00
Current Contract Amount:	\$ 30,000,000.00		1Q:	\$ 1,800,000.00
Current Contract Spending:	\$ 12,175,229.84		2Q:	\$
Expended This Quarter:	\$ 3,147,772.98			
Total Remaining:	\$ 14,676,997.18	Funds leveraged using local match	\$ 332,000,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Beach Lake Bridge and Route 5/160 Separations (Freeport Blvd.) structure widenings have been completed. Casilada Pedestrian Overcrossing is 85% complete. Completed pavement rehabilitation on the I5/US50 Interchange connectors.

Completed additive work consisting of median widening between just south of Elk Grove Blvd and Beach Lake Bridge. Completed median widening and some barrier upgrade between Route 5/160 Separation and I5/US 50 Interchange. At various locations within the project limits final striping and some temporary striping was completed.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

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

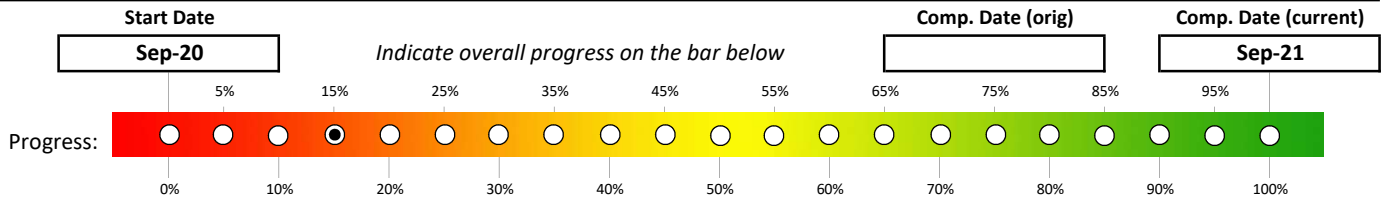
Sponsor Project ID Number: **45-20-002** STA Project ID Number: **A-18-CH**

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

MEASURE A FUNDING

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

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Contract for PS&E awarded August 27, 2020. Design is currently underway with the expectation of advertising for CON by March 2021. Current expenditures for PS&E are from local (non-Measure A) funds.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

Project Name: **Capital SouthEast Connector**

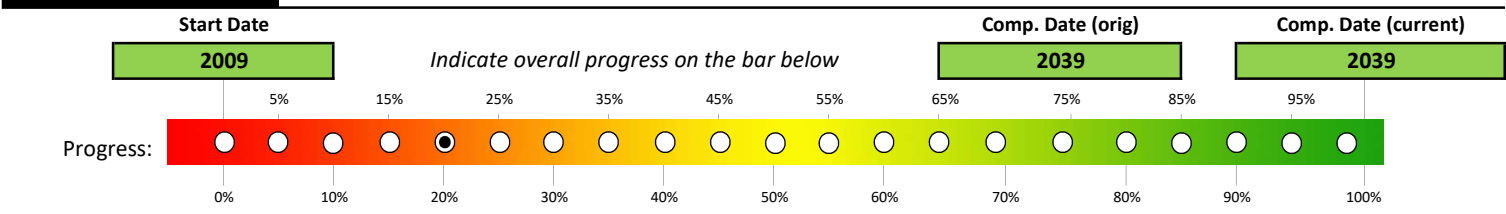
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JP**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	12,788,762.00	Projected Spending	3Q:	\$	725,000
Previous Contract(s) Spending:	\$	12,788,762.00		4Q:	\$	725,000
Current Contract Amount:	\$	25,640,000.00		1Q:	\$	725,000
Current Contract Spending:	\$	18,901,818.27		2Q:	\$	725,000
Expended This Quarter:		712,335.32				
Total Remaining:		6,025,846.41	Funds leveraged using local match	\$	150,300,000.00	

PROJECT STATUS



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

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

- **Segment A:** Final Design and right of way acquisitions for A2 nearly complete.
- **Segment B:** B2 Project construction agreement awarded, and utility relocations initiated. \$3M for Elk Grove construction obligated and two year extension required.
- **Segment C:** Continued coordination w/ the City of Elk Grove on conceptual intersection designs and traffic study work for various intersections along the alignment.
- **Segment D2:** Preparation of Grant applications
- **Segment D3/ E1:** D3a project construction ongoing - preliminary utility grading and SMUD utility relocations completed.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

Project Name: **Capital SouthEast Connector**

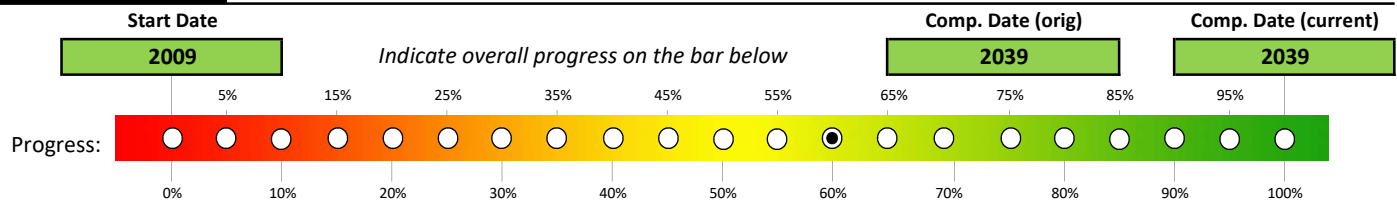
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JP**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	-	Projected Spending	3Q:	\$	1,223,226
Previous Contract(s) Spending:	\$	-		4Q:	\$	90,773
Current Contract Amount:	\$	5,000,000.00		1Q:	\$	-
Current Contract Spending:	\$	3,686,001.00		2Q:	\$	-
Expended This Quarter:		-				
Total Remaining:		1,313,999.00				
			Funds leveraged using local match		\$	-

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

Continued work on assessing project mitigation obligations. Mitigation credit purchase in Q3. New mitigation contract allocation requested FY 2022.

Measure A Capital Projects Quarterly Status Report



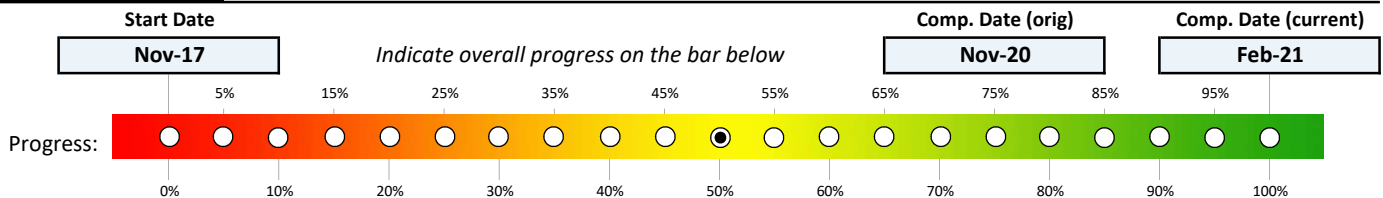
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Stan Sorensen		
		Contact Info:	(916) 874-2816		
Project Name:	Folsom Blvd. Watt Ave. to Bradshaw Road				
Sponsor Project ID Number:	RFODGE	STA Project ID Number:	A-13-SC		
Original Est. Project Cost:	\$ 40,698,159.00	Current Est. Project Cost:	\$ 40,698,159.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 100,000.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 635,000.00
Current Contract Amount:	\$ 1,303,000.00		1Q:	\$
Current Contract Spending:	\$ 305,533.43		2Q:	\$
Expended This Quarter:	\$ 262,392.75			
Total Remaining:	\$ 735,073.82	Funds leveraged using local match	\$	452,887.41

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

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

Measure A Capital Projects Quarterly Status Report



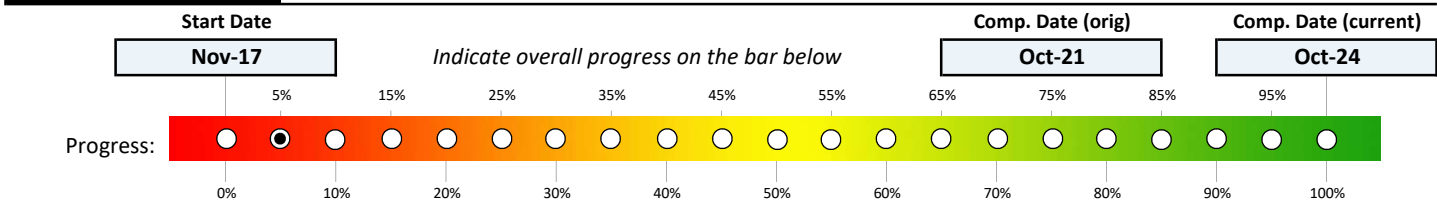
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Heather Yee, Senior Civil Engineer		
		Contact Info:	(916) 874-6291		
Project Name:	Greenback Lane Phase I - Fair Oaks Blvd. to Main Street				
Sponsor Project ID Number:	STOXEB	STA Project ID Number:	A-17-SC		
Original Est. Project Cost:	\$ 41,716,000.00	Current Est. Project Cost:	\$ 41,716,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	116,829.91	Projected Spending			3Q:	\$	150,000.00
Previous Contract(s) Spending:	\$	116,829.91		4Q:	\$	150,000.00		
Current Contract Amount:	\$	2,900,000.00		1Q:	\$	150,000.00		
Current Contract Spending:	\$	35,352.73		2Q:	\$	150,000.00		
Expended This Quarter:	\$	189,190.18						
Total Remaining:	\$	2,675,457.09						
							Funds leveraged using local match	\$ -

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

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

Design and environmental review are underway.

Public outreach and community input on the proposed alignment will be solicited through public meetings. Activities this quarter include project scope refinement for submittal to environmental review.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

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

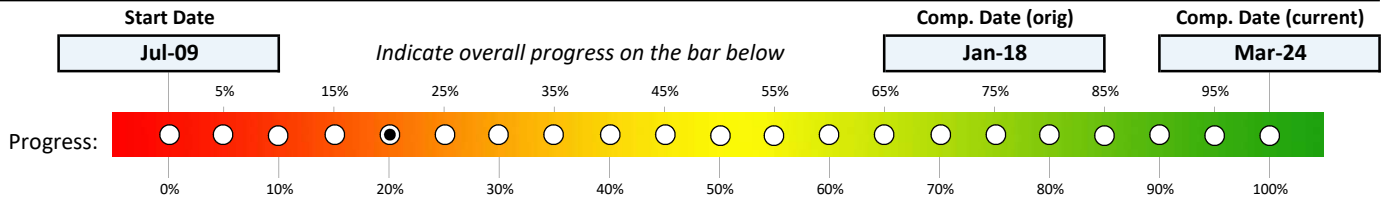
Sponsor Project ID Number: **STRL41** STA Project ID Number: **A-23-SC**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	1,679,031.22	Projected Spending	3Q:	\$	150,000.00
Previous Contract(s) Spending:	\$	1,679,031.22		4Q:	\$	275,000.00
Current Contract Amount:	\$	10,750,000.00		1Q:	\$	500,000.00
Current Contract Spending:	\$	253,172.30		2Q:	\$	500,000.00
Expended This Quarter:	\$	-				
Total Remaining:	\$	10,496,827.70	Funds leveraged using local match	\$	-	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Caltrans approved the Finding of No Significant Impact (FONSI) on 7/2/2020;
The project was on the County Board agenda for certification of the FEIR/EA and the Board found the FEIR/EA adequate and complete on 9/22/2020;
The Notice of Determination was filed on 10/5/2020; and
The Project Report has been completed.
This quarter concluded the Environmental Phase of the project with the completion of CEQA/NEPA, and the Project Report approved by Caltrans.
Next steps are to prepare a Request For Proposal to select a consultant for design and begin Rights-of-way acquisitions once design is underway.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

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

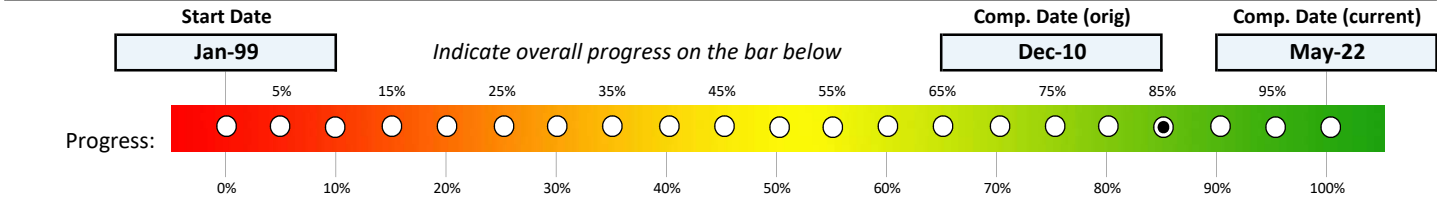
Sponsor Project ID Number: **ST0XCC;ST0XCJ;DV2L43;STRL43** STA Project ID Number: **A-21-SC**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	33,999,043.75	Projected Spending	3Q:	\$	1,000,000.00
Previous Contract(s) Spending:	\$	33,999,043.75		4Q:	\$	1,600,000.00
Current Contract Amount:	\$	6,900,000.00		1Q:	\$	1,600,000.00
Current Contract Spending:	\$	1,954,591.03		2Q:	\$	200,000.00
Expended This Quarter:	\$	539,597.02				
Total Remaining:	\$	4,405,811.95	Funds leveraged using local match	\$	10,031,000.00	

PROJECT STATUS



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

Explanation of Activities this Quarter and Additional Notes

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

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

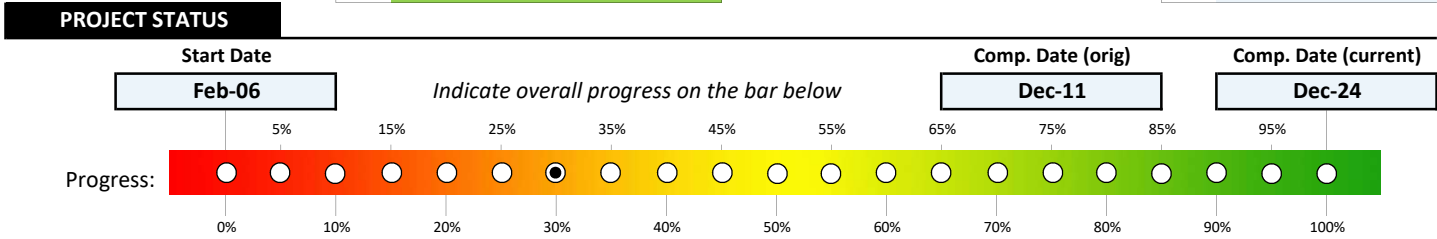
Hazel Avenue Widening Phase 3, Sunset Avenue to Madison Avenue: Right of way acquisition is complete for the Phase 3 project. The project opened bids on August 20, 2020, and the contract was awarded to Teichert. Construction began November 16, 2020 and joint trench construction for utility relocation and sound wall installation is underway. Roadway improvements to begin in Summer 2021 after utility relocation. An additional contract is needed to fully fund the construction contract.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO			
Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21
		Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Melissa Wright, Senior Civil Engineer
		Contact Info:	(916)874-6291
Project Name:	Madison Avenue Improvements, Phase 1 – Sunrise Blvd to Hazel Avenue		
Sponsor Project ID Number:	STOXAG	STA Project ID Number:	A-24-SC
Original Est. Project Cost:	\$ 19,929,143.00	Current Est. Project Cost:	\$ 28,872,280.00

MEASURE A FUNDING			
Previous Contract(s) Amount:	\$ 1,280,274.94	Projected Spending	3Q: \$ 150,000.00
Previous Contract(s) Spending:	\$ 1,280,274.94		4Q: \$ 150,000.00
Current Contract Amount:	\$ 3,000,000.00		1Q: \$ 150,000.00
Current Contract Spending:	\$ 423,594.15		2Q: \$ 150,000.00
Expended This Quarter:	\$ 144,246.56		
Total Remaining:	\$ 2,432,159.29	Funds leveraged using local match	\$ 176,217.65



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

Explanation of Activities this Quarter and Additional Notes

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

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

Measure A Capital Projects Quarterly Status Report



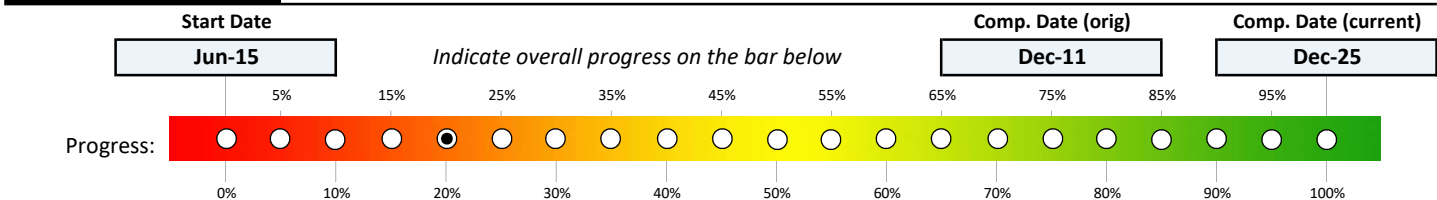
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Heather Yee, Senior Civil Engineer		
		Contact Info:	(916) 874-9182		
Project Name:	South Watt Ave/Elk Grove-Florin Rd Improvements, Florin Rd to State Route 16				
Sponsor Project ID Number:	STOXdG	STA Project ID Number:	A-27-SC		
Original Est. Project Cost:	\$ 10,873,412.00	Current Est. Project Cost:	\$ 30,182,360.00		

MEASURE A FUNDING

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

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project is currently in the preliminary engineering phase of work. Grant awards in 2020 allowed the extension of the project limits south (from Fruitridge to Florin), tripling its length and cost. An engineering consultant has been under contract since December 2019. Environmental studies for CEQA/NEPA were also initiated in January 2020 and nearing completion. The GAD for the ultimate 6-lane configuration is 95% complete.

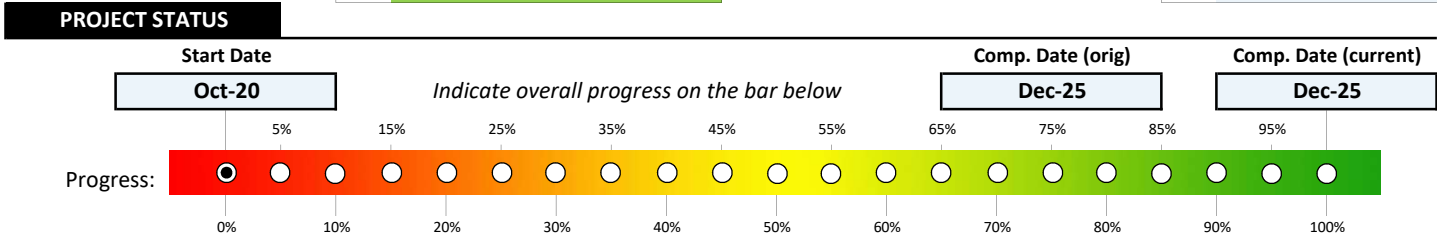
Refinement of the project design is on-going including coordination with the City of Sacramento and the Central Valley Flood Protection Board. Hydromodification and alternatives on the project are being coordinated.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO			
Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21
		Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Rick Carter
		Contact Info:	(916) 874-5205
Project Name:	Sunrise Blvd. Jackson Road to Grant Line Road		
Sponsor Project ID Number:	Not Assigned	STA Project ID Number:	A-31-SC
Original Est. Project Cost:	\$ 79,763,000.00	Current Est. Project Cost:	\$ 79,763,000.00

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



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

Explanation of Activities this Quarter and Additional Notes

The Phase 1 Project includes widening of Sunrise Boulevard between Jackson Hwy and Kiefer Road and includes intersection improvements at Jackson Road at Sunrise Boulevard.. The Project is lead by, and requires coordination with the City of Rancho Cordova; the County is a funding participant. The City of Rancho Cordova is scheduling a kick-off meeting for February 2021. The tentative completion date shown in the "Project Status" section of this report is for the Phase 1 Project.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

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

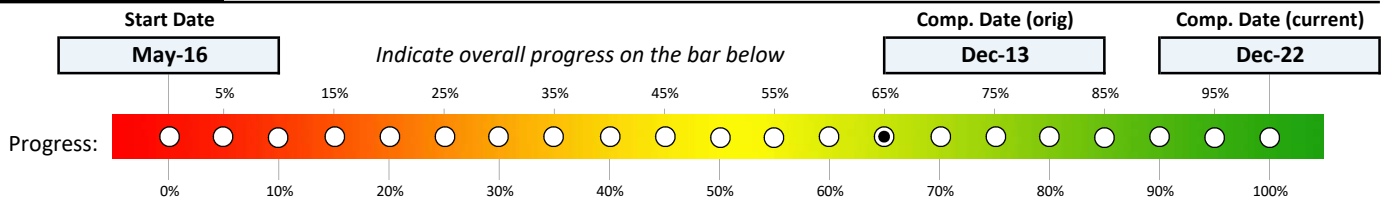
Sponsor Project ID Number: **STOXDN** STA Project ID Number: **A-37-SC**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	263,377.50	Projected Spending	3Q:	\$	100,000.00
Previous Contract(s) Spending:	\$	263,377.50		4Q:	\$	100,000.00
Current Contract Amount:	\$	3,345,000.00		1Q:	\$	100,000.00
Current Contract Spending:	\$	354,041.90		2Q:	\$	100,000.00
Expended This Quarter:	\$	68,163.41				
Total Remaining:	\$	2,922,794.69				
Funds leveraged using local match					\$	394,108.55

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Project improvements on this corridor are for a segment of Watt Avenue from Interstate 80 to Roseville Road. (Additional funding was secured in November 2020 extending the limits north from Wynona Way to Roseville Rd and lengthening the schedule). The preliminary design for this project will evaluate and coordinate a preferred alternative for a complete streets concept that will include sidewalk infill, Americans With Disabilities Act (ADA) improvements (curb ramps and bus stops), Class II bike lanes, and streetscape enhancements.

The California Environmental Quality Act (CEQA) clearance for the entire project area was completed in March 2020. National Environmental Policy Act (NEPA) clearance for the entire project was completed in July 2020. Project remains in right of way phase.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

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

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

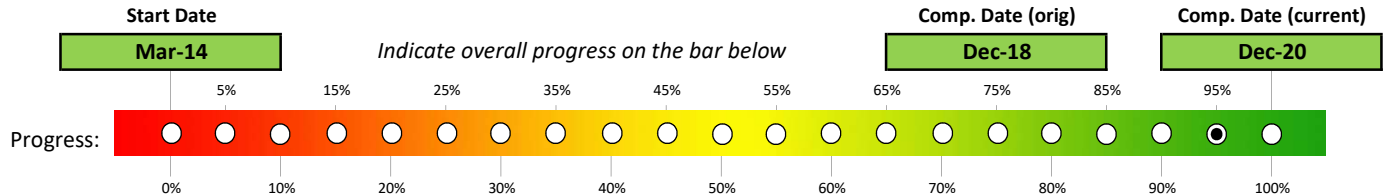
Sponsor Project ID Number: **P14-2129/CP14-2139/CP16-217** STA Project ID Number: **A-14-RC**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	5,304,219.29	Projected Spending	3Q:	\$	100,000.00
Previous Contract(s) Spending:	\$	5,304,219.29		4Q:	\$	300,000.00
Current Contract Amount:	\$	5,866,817.60		1Q:	\$	100,000.00
Current Contract Spending:	\$	4,406,490.27		2Q:	\$	100,000.00
Expended This Quarter:	\$	95,285.82				
Total Remaining:	\$	1,365,041.51		Funds leveraged using local match	\$	10,777,920.00

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project is substantially complete. The contractor is working on minor construction punchlist items and the team has begun working on the close out documents for this project.

Measure A Capital Projects Quarterly Status Report



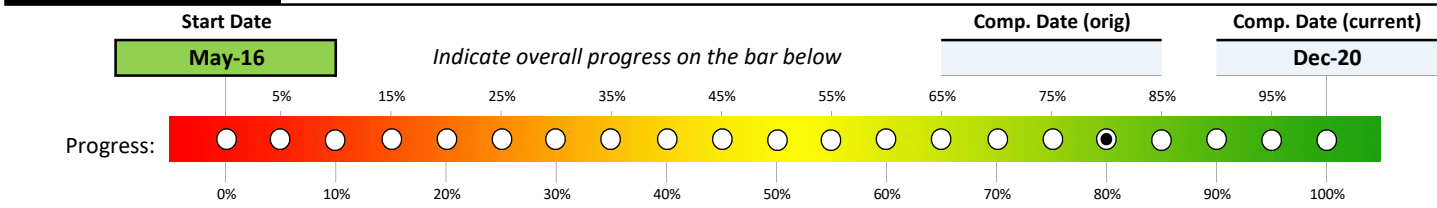
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	City of Rancho Cordova	Project Mgr:	Edgar Medina		
		Contact Info:	emedina@cityofranhocordova.org		
Project Name:	Sunrise Blvd – Gold Country Road to Jackson Road				
Sponsor Project ID Number:	CP15-2145/CP18-2187	STA Project ID Number:	A-32-RC		
Original Est. Project Cost:	\$ 4,035,000.00	Current Est. Project Cost:	\$ 8,160,300.00		

MEASURE A FUNDING

Total Measure A Funding:	\$ 9,620,452.40	Projected Spending	3Q:	\$ 75,000.00
Current Contract Amount:	\$ 1,273,278.00		4Q:	\$ 75,000.00
Total Previously Expended:	\$ 8,498,244.31		1Q:	\$ 50,000.00
Expended This Quarter:	\$ 27,783.96		2Q:	\$ 50,000.00
Total Remaining:	\$ 1,094,424.13		Funds leveraged using local match	\$ 6,886,000.00

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The segment of Sunrise Boulevard from Folsom Blvd to White Rock Road is substantially complete. The project team is working on close out documents for this project.

Measure A Capital Projects Quarterly Status Report



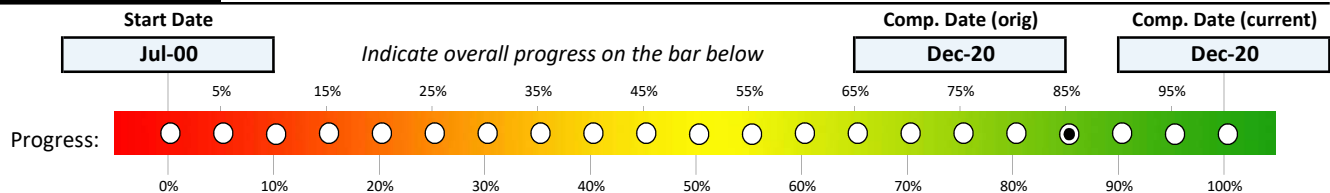
PROJECT INFO

Quarter Ended:	December 31, 2020	Fiscal Year:	2020-21	Reporting Quarter:	2
Agency:	City of Sacramento	Project Mgr:	Greg Taylor, Supervising Architect		
		Contact Info:	916-808-5268		
Project Name:	Downtown Intermodal Facility				
Sponsor Project ID Number:	T15029000	STA Project ID Number:	A-38-CS		
Original Est. Project Cost:	\$ 200,000,000.00	Current Est. Project Cost:	\$ 200,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 70,272,500.00	Projected Spending	3Q:	\$ 100,000.00
Previous Contract(s) Spending:	\$ 70,272,500.00		4Q:	\$ 100,000.00
Current Contract Amount:	\$ 19,823,000.00		1Q:	\$ 100,000.00
Current Contract Spending:	\$ 12,877,887.88		2Q:	\$ 100,000.00
Expended This Quarter:	\$ 226,843.84			
Total Remaining:	\$ 6,718,268.28	Funds leveraged using local match	\$	101,988,786.00

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Phase 3 – Site Master Planning in progress, with final work on planning approvals from City Commissions and Council. Phase 3 Inter-modal planning consultant fees and city staff administrative and management costs, ongoing through FY21 Q4 for final Council action. Completion at 95% of total sub-CIP. Remaining \$160,000 will spend down through April 2021 with final plan revisions from public comments. Staff time will continue through FY21 on planning and funding.

Phase 2 - Final completion of certifications is complete. Project Closeout to initiate in FY21 Q3.

Minor Capital Improvements - A small capital project for access control to Amtrak restrooms and requirements imposed County Health Dept. Construction start has been delayed with Notice to Proceed anticipated in January 2021 with a duration of 3 weeks.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2020** Fiscal Year: **2020-21** Reporting Quarter: **2**

Agency: **City of Sacramento** Project Mgr: **William Shunk, Senior Engineer**

Contact Info: **916-808-2986**

Project Name: **Interstate 5/Richards Blvd Interchange Upgrade**

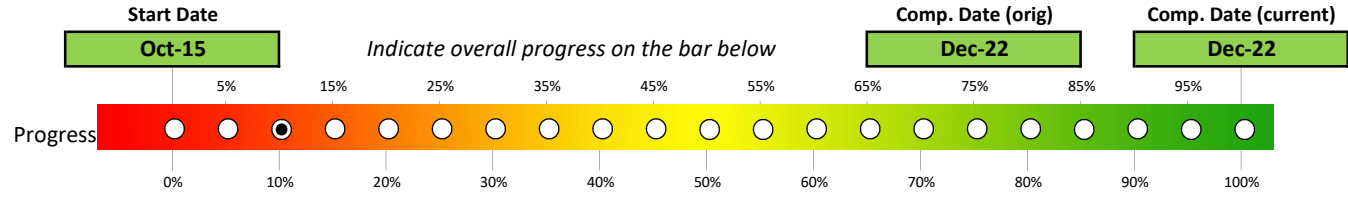
Sponsor Project ID Number: **T15165100** STA Project ID Number: **A-52-CS**

Original Est. Project Cost: \$ **90,000,000.00** Current Est. Project Cost: \$ **90,000,000.00**

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 50,000.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 50,000.00
Current Contract Amount:	\$ 3,115,861.73		1Q:	\$ 50,000.00
Current Contract Spending:	\$ 313,504.91		2Q:	\$ 50,000.00
Expended This Quarter:	\$ 37,330.29			
Total Remaining:	\$ 2,765,026.53	Funds leveraged using local match	\$ 3,098,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

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



MARCH 11, 2021

AGENDA ITEM # 6

BUDGET-TO-ACTUAL REPORTS – 2ND QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Each quarter staff prepare analyses summarizing budgeted to actual revenue and expenditures for the Sacramento Transportation Authority's General Fund, SacMetro FSP, Sacramento Abandoned Vehicle Service Authority (SAVSA) and the Administration Fund. The attached reports summarize financial information for the second quarter of fiscal year 2021 – the period ending December 31, 2020. Notable variances for the period ending December 31, 2020 are as follows:

Measure A

1. Sales tax revenue is much higher than expected by \$7.42 million. This represents an 5% increase over the same period last year and 11.1% higher than revenue projected in the adopted FY 2020-21 budget – year-to-date. Most of the increase is new revenue from out-of-state retailers selling goods via the internet in California. Additionally, construction activity has been strong and retailers such as Costco, Walmart, and Target are performing very well.
2. Semi-annual fees from the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) are \$1.33 million higher than expected. Residential construction in Rancho Cordova, Elk Grove, and Folsom has been robust.
3. Measure A allocations were higher than expected by \$5.84 million because these pass-through allocations parallel the sales tax revenue stream – as it increases so do the allocations.
4. Capital program expenditures were lower than expected by \$5.66 million, however several large projects are in the construction phase so expenditures will be increasing in subsequent quarters.

Administration

1. Several categories of expenditures are higher than expected, however, the FSP and SAVSA programs will be reimbursing the administration fund for salaries and overhead at the end of the year – significantly reducing the variances.

Attachments

BUDGET TO ACTUAL ANALYSIS

STA General Fund

Quarter Ending December 31, 2020 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$133,513,377	\$66,756,689	\$74,174,914	\$7,418,225	Revenues are 5% higher than the same period last year and trending 11.1% higher than budgeted - year-to-date
Mitigation Fees	6,000,000	3,000,000	4,333,568	1,333,568	Residential permits in Rancho Cordova, Elk Grove, and Folsom higher than expected
Interest	4,000,000	2,000,000	135,001	(1,864,999)	Interest income from the STA's interest rate swap partners much lower than expected because of historically low interest rates
Total Revenue	143,513,377	71,756,689	78,643,482	6,886,794	See above
Beginning Fund Balance	48,314,453	48,179,584	48,179,584	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,827,830	\$119,936,273	\$126,823,066	\$6,886,794	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$105,321,537	\$52,660,769	\$58,500,662	(\$5,839,894)	Higher revenues drive increased pass-through allocations
Capital Improvement Program	29,625,296	14,812,648	9,152,987	5,659,661	expenditures will accelerate in Q3
Total Appropriations	\$134,946,833	\$67,473,417	\$67,653,649	(\$180,232)	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(\$22,108,139)	(\$11,054,070)	(\$10,100,002)	\$954,068	interest rates are lower on the variable rate debt- reducing debt service costs
Total Financing Sources (Uses)	(\$22,108,139)	(\$11,054,070)	(\$10,100,002)	\$954,068	see above
Ending Fund Balance	\$34,772,858	\$41,408,787	\$49,069,416	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending December 31, 2020 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$3,603,113	514,794	514,794	\$0	significant reimbursements are expected beginning in Q3
CVR-SAFE*	748,000	748,000	748,000	-	good
Total Revenue	4,351,113	1,262,794	1,262,794	-	see above
Beginning Fund Balance	538,348	433,052	433,052	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$4,889,461	\$1,695,846	\$1,695,846	\$0	see above
Appropriations:					
Salaries and Benefits	\$150,763	\$75,382	\$79,803	(\$4,421)	good
Overhead	58,846	-	-	-	overhead costs will be allocated at the end of the fiscal year
Conferences and Travel	1,825	-	-	-	conferences cancelled due to COVID
Communications	58,818	29,409	28,499	910	good
Professional Services	-	18,593	18,593	-	CHP services that were going to be charged directly to Caltrans have instead been charged to FSP and reimbursed by Caltrans
Other Operating Expenditures	3,400	1,700	3,698	(1,998)	Printing costs for brochures carried by contractors were higher than expected
Contractors	2,973,663	1,338,148	1,322,809	15,339	good
Total Appropriations	\$3,247,315	\$1,463,232	\$1,453,403	\$9,829	see above
Ending Fund Balance	\$1,642,146	\$232,614	\$242,443	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending December 31, 2020 (accrual basis)

Revenue:

Vehicle License Fees

Interest

Total Revenue

Beginning Fund Balance

Total Revenue and Beginning Fund Balance

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Vehicle License Fees	\$1,273,975	\$351,154	\$351,154	\$0	good. Only one distribution, the other three come in February, May, and August interest income expected beginning in Q3 See above actual beginning fund balance - June 30, 2020 audited financial statements
Interest	400	-	-	-	
Total Revenue	<u>1,274,375</u>	<u>351,154</u>	<u>351,154</u>	<u>-</u>	
Beginning Fund Balance	128,775	159,226	159,226	-	
Total Revenue and Beginning Fund Balance	<u>\$1,403,150</u>	<u>\$510,380</u>	<u>\$510,380</u>	<u>\$0</u>	
Appropriations:					
Contributions to SAVSA Entities	\$1,252,334	\$351,154	\$351,154	\$0	good salaries and overhead costs will be allocated at the end of the fiscal year See above
Salaries and Overhead	22,041	5,510	-	5,510	
Total Appropriations	<u>\$1,274,375</u>	<u>\$356,664</u>	<u>\$351,154</u>	<u>\$5,510</u>	
Ending Fund Balance	\$128,775	\$153,716	\$159,226	-	

BUDGET TO ACTUAL ANALYSIS
STA Administration
Quarter Ending December 31, 2020 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$983,436	\$491,718	\$546,776	\$55,058	Good
Other	50	25	33	-	Good
Total Revenue	983,486	491,743	546,810	55,067	See above
Beginning Fund Balance	764,141	722,530	722,530	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,747,627	\$1,214,273	\$1,269,340	\$55,067	See above
Appropriations:					
Salaries and Benefits	\$462,324	\$231,162	\$304,996	(\$73,834)	salaries and benefits reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year
Rent	30,820	15,410	25,626	(10,216)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year
Conferences and Travel	2,600	250	250	-	no in-person conferences due to COVID
Insurance	7,150	7,150	11,243	(4,093)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year
Professional Services	32,500	16,250	29,523	(13,273)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year
ITOC	35,750	35,750	49,256	(13,506)	a portion of the financial audit charges will be reimbursed by the FSP and SAVSA programs at the end of the fiscal year
Other Operating Expenditures	10,400	5,200	6,926	(1,726)	overhead reimbursements from the FSP and SAVSA programs are expected at the end of the fiscal year
Total Appropriations	\$581,544	\$311,172	\$427,821	(\$116,649)	see above
Ending Fund Balance	\$1,166,083	\$903,101	\$841,518	-	



MARCH 11, 2021

AGENDA ITEM # 7

**ANNUAL ADJUSTMENT TO THE MEASURE A SACRAMENTO COUNTYWIDE
TRANSPORTATION MITIGATION FEE PROGRAM RATES**

Action Requested: Adopt

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

Adopt the adjusted rates for the Measure A Sacramento County Transportation Mitigation Fee Program.

Discussion

Cities participating in the Measure A program are required to collect a fee for the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) based on rates approved by the STA Governing Board. The fees collected by each agency are remitted to the Authority semi-annually and used to fund road and transit system improvements needed to accommodate projected growth and development throughout the county.

The Measure A Ordinance requires that the fees “be adjusted annually by action of the STA Governing Board to reflect changes in construction costs based on the McGraw-Hill Engineering News Record (ENR) 20-city Construction Cost Index (CCI).” The average CCI in 2020 was 11,466 compared to 11,281 in 2019, an increase of 1.64 percent. This ratio is applied to the approved fiscal year 2020-21 rates to determine the new rates. The adjusted rates applicable for fiscal year 2021-22 are shown in the last column of Table 1 on the next page.

Upon adoption, STA staff will distribute the adjusted fee rate schedule to the County and the cities of Elk Grove, Rancho Cordova, Sacramento, Folsom, Galt, Isleton, and Citrus Heights for implementation in their local fee ordinances effective July 1, 2021.

Table 1: SCTMFP Fee Schedule for FY 2021-22

Land Use	Per	Current Rates FY 2020-21	New Rates FY 2021-22
Single-Family Residential	unit	\$1,329	\$1,351
Single-Family Residential, Senior	unit	\$1,064	\$1,081
Multi-Family Residential	unit	\$930	\$945
Multi-Family Residential, Senior	unit	\$796	\$809
Office Use	1,000 square feet	\$1,596	\$1,622
Retail Use	1,000 square feet	\$1,995	\$2,028
Industrial Use	1,000 square feet	\$1,064	\$1,081
Hotel/Motel	sleeping room	\$770	\$783
Extended Stay Hotel/Motel	sleeping room	\$684	\$695
Golf Course	acre	\$1,106	\$1,124
Movie Theater	screen	\$2,529	\$2,570
Religious Center	1,000 square feet	\$1,237	\$1,257
Hospital	1,000 square feet	\$2,229	\$2,266
Service Station	fueling pump	\$1,729	\$1,757
Supermarket	1,000 square feet	\$1,995	\$2,028
Warehouse/Self-Storage	1,000 square feet	\$333	\$338
Assisted Living Facility	bed	\$383	\$389
Congregate Care	unit	\$281	\$286
Child Day Care	student	\$612	\$622
Private School (K-12)	student	\$346	\$352
Auto Repair/Body Shop	1,000 square feet	\$1,995	\$2,028
Gym/Fitness Center	1,000 square feet	\$1,995	\$2,028
Drive-through Car Wash	1,000 square feet	\$1,995	\$2,028
All Other	average weekday trips generated	\$140	\$142



MARCH 11, 2021

AGENDA ITEM # 8

REQUEST FOR PROPOSAL FOR POLLING CONSULTANT

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

Background Information

In July 2020, the STA Board voted to repeal the Measure A Sales Tax Ordinance slated for the November 2020 General Election. Due to the continuing pandemic and uncertain economic outlook, it was the most prudent action to take at the time.

However, as the process to get Measure A on the 2020 ballot brought to light, the transportation needs in Sacramento County exceeds current funding levels.

Discussion

As the region is entering into a new phase of the pandemic and it looks like there is light on the horizon, there have been requests by our partner agencies to look at putting another measure on the November 2022 ballot. However, the STA staff wants to be vigilant with our finances and not move forward with education and outreach as well as developing an expenditure plan if the taxpayers are not ready.

In order to best understand where the public stands at this juncture, Staff recommends issuing an RFP to hire a polling consultant to conduct a public survey in late summer 2021. The results of this poll will be brought to the Governing Board for discussion and vote on whether to move forward.

The solicitation will request one (1) county-wide poll to assess voter appetite towards the current state of transportation and future funding needs. The anticipated budget for the solicitation is \$50,000.



MARCH 11, 2021

AGENDA ITEM # 9

I-5 MANAGED LANES INFRA GRANT APPLICATION SPONSORSHIP

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

Background Information

The USDOT opened the FY2021 round for Infrastructure for Rebuilding America (INFRA) Grant Program with \$889 million in available funding. For the first time, this round of grant applications will not only focus on rebuilding existing infrastructure but will emphasize economic impact, equity and mitigating the effects of climate change.

Caltrans asked STA to sponsor one of their INFRA Grant Applications for this funding round: the I-5 Managed Lanes from US 50 to the Sacramento River. The INFRA Grant Application scope is a phased approach of the larger I-5 Managed Lanes project that proposes to construct managed lanes in both directions with auxiliary lanes and Intelligent Transportation System (ITS) elements. Due to the size of the larger project, and to ensure competitiveness through the INFRA Grant Program, Caltrans is proposing a smaller scope to complete strategic sections of the larger scope. This approach includes plans to pave the median along the alignment and restripe it for a managed lane. The additional lane will be northbound from the I-5/US50 interchange to the Sacramento River, north of the Sacramento International Airport. Southbound, the lane will be from the I-5/I-80 interchange to the I-5/US50 interchange. The scope of work includes installing median barriers, ramp meters at southbound El Camino and I Street, modernizing the drainage system, upgrading overhead signage and widening the Richards Boulevard undercrossing.

The project is currently in the environmental phase which is estimated to be completed in February 2022. With such minimal right-of-way needs, construction is currently programmed to be completed by spring 2025.

Overall project costs are estimated to be \$300 million. Caltrans is requesting \$110 million in their INFRA application. STA's commitment to the project is programmed at \$42.3 million for the segment between US50 and the I-5/I-80 interchange.

The USDOT is looking for a strong commitment at the local level when reviewing their INFRA Grant Applications. Due to the importance of the corridor to the region and STA's support, Caltrans believes the project would be a strong contender for an INFRA funding grant.

Applications are due March 19, 2021.